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MORRIS COMMODORE MEIII

Telephone: Dranney only State of the Color o

gribble, tiny wood bor-

ing sea creatures, will be banned from berthing in Bridlington 😘 harbour until their

damaged timbers are

This decision was an-

operation to combat the grib-

The operation will involve

the removal and burning of

all affected timber in the har-

bour. This will then be

replaced with specially

treated wood, or special rubber fenders believed to be

immune from all known

considered and, at the mo-

forms of marine attack.

nounced by Bridlington har-hour commissioners, who are

Chairman of Bridlington Above: cobles out of the water

harbour commissioners' at Bridlington for checks.

works committee, Barry Right: a section of timber, Gray, said: 'Other taken from the harbour, eaten

suggestions are also being into a pulpy mass by gribble.

replaced.

coled, just run three summers with shaft, prep., etc. c450. Telephone Ambio 500 p. m. 458 a.m. (SWI), C/W morse controls, electric start, ulternator, instruments etc. current list price approx £1,283 few only £1,075 inclusive, delivered Liverpall, elsewhere extra. Tradewinds, control with Parsons 1)/1) goarbox. GARDNER, Ford. HMC and other marine engines, over 50 units new relatifit. secon thand in stock to GRP part complete hulf considered, cash waiting. Telephone of GRP part complete hulf considered, cash waiting. Telephone of GRP part complete hulf considered, cash waiting. Telephone of GRP part complete hulf considered, cash waiting. Telephone of GRP part complete hulf considered, cash waiting. Telephone of GRP part complete hulf considered, cash waiting. Telephone of GRP part complete hulf considered, cash waiting. Telephone of GRP part complete hulf considered, cash waiting. The considered cash waiting. The considered cash waiting. The provided part of GRP part complete hulf considered, cash waiting. The provided part of GRP part complete hulf considered, cash waiting. The provided part of GRP part complete hulf considered, cash waiting. The provided part of GRP part complete hulf considered, cash waiting. The provided part of GRP part complete hulf considered, cash waiting. The provided part of GRP part complete hulf considered, cash waiting. The provided part of GRP part complete hulf considered, cash waiting. The provided part of GRP part complete hulf considered, cash waiting. The provided part of GRP part complete hulf considered, cash waiting. The provided part of GRP part complete hulf considered, cash waiting. The provided part of GRP part complete hulf considered, cash waiting. The provided part of GRP part complete hulf considered, cash waiting. The provided part of GRP part complete hulf considered in such that of GRP part complete hulf considered in such that of GRP part complete hulf considered in such that of GRP part complete hulf considered in such that of GRP part complete hulf considered

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FOR SALE, 3 cylinder 150 hp Interview and Allaig 2042.

VESSELS WANTED

FOR SALE, 3 cylinder 150 hp Industrie engine 480 rpm, needs attention, recent complete top overhaus, also with the engine comes Kyuper gearbox and prop. In excellent condition, heat exchanger unit with circulating oil tank, air compressor, bottles, etc. Offers in writing, please, Dave Steck, 76 Mount Gould Road, Lipson, Plymouth, Devon. WANTED FOR SPOT CASH SCRAP VALUE. FISHING BOATS. STEEL TRAWLERS. COASTERS. LANDING CRAFT, PONTOONS STEEL BARGES, TANKERS, WRECKS IN AND OUT OF WATER. SHIP'S ENGINES, MACHINERY, BOILERS, TANKS, ETC. ANYWHERE IN THE BRITISH ISLES. R. BLAIR. SALVAGE CONTRACTOR, 61 ARNFIELD ROAD, WITHINGTON, MANCHESTER 20, TEL: 061-446

> WANTED, 35ft./50ft., steel MFV or similar, sound hull and engine, ishing gear required. Box No. 101. WANTED, 36ft./45ft. MFV sound hull and engine, 1950 onwards. Details, photos, for cash, Mr. Haslam, 24 Tennyson Avenue, Southend-on-Sea, Essex. Telephone (0702) 64871.

> WANTED, Aqua Star 32 or similar, forward wheelhouse vessel, timber or GRP part complete hult considered, cash waiting. Telephone Thanet 581680 evenings.

MFV Hull, 38ft./48ft., no engine required. Telephone 0776-81349 evenings.

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tobsters. We will collect, cash on delivery anywhere in the

Telephone 3808 or after hours 61003, Northern Sea Foods, Impor

WANTED, Prop., suitable 30ft all, 14in. shaft. — Contact Mr. Watt "HANSA" start device for "T" series Kelvin, Telephone: Oban 3933.

Ban on gribble boats

considered and, at the moment, there is a leaning towards the purchase of secondhand sheet piling."

He added that work would have to start in the near future as the breeding season for gribble is quite close.

It is not known, however, where the gribble came from. Among the many theories is one that they may have been found, it will have to be samples of affected wood one that they may have been seriously affected and there will be no major rebuilding involved."

Samples of affected wood were sent to laboratories last month and recommendations have been made to reduce the NEW RECORD

WANTED, Marine Gearbox wit reduction, suit Ford 4D, considerations. Details, price Box No. 102. TWO Fissides Kippering

OFFICIAL NOTICE

Proposal to change a ship's name

We Putford Enterprises Limited, of 19 Dendy Road, Paignton, hereby give notice that, in consequence of the Com-panies policy, we have applied to the Department of Trade under section 47 of the Merchant Shipsection 47 of the Merchant Shipping Act 1894, in respect of our ship Granton Harrier of Granton, official number 392492 of gross tomage 212 tons, of ogister tomage 65 tons, heretofore owned by British United Trawlers Granton Limited, of Granton, Edinburgh for permission to change her name to CHUDLEIGH to be registered in the said new name at the port of Lowestoft as own-ed by Putford Enterprises Ltd. Any objections to the proposed change of name must be sent to the Registrar General of Ship-ping and Seamen, Llantrisant Road, Cardiff, CF5 2YS, within

seven days from the appearance of this advertisement. Dated at Lowestoft this 20th day of January 1976, Signed J. R. Hashim, Director.

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> SALVUS, BAIN (MANAGEMENT) LTD

SUNDERLAND MARINE MUTUAL INSURANCE CO. Over 1,700 skippor/owners insur

SKIPPERS

I July, 1976.

To take charge of projects respectively for the Federal invertinents of Nigerla and for the Government of CATFISH 36 surf heach firhing travelers and to train amos fisherinen in their use. The skippers must have considerable in-shore fishing experience including traveling and knowledge of beach landing techniques would be advantageous.

One Master Fisherman will be in charge of each project but an eigeneering ban keap for operation of the beach landing which and other gear will be available for the first month of each project.

Travel and sub-estence will be provide

of tree.
The skippers will be employed by F. W. H. Offbrid & Pariners of Carlton House, Ringwood Road, Woodlards, Southampton, to whom application should be made in writing giving details of age and fishing experience before the 6th February, 1970. A short list of concludates will be called for interview by Southampton.

SKTPPER full DTI ticket seeks posi-

WORKING partnership required a ovster husiness, Box No. 103.

SITUATIONS

WANTED

VACANT

FULL DTI certificated in and fully certificated engines no fishing vessel to work on a share with view to purchase later, share deliveries undertaken, any san consultered. Telephone Lores 68:114. are For particulars write Tyno & Wear \$R2 7BQ Tel (0783) 42851 (10 lines)

SITUATIONS

1-20 man liferafia, Liferafia to., 14 Chapel Road, Tiptre, in CO5 ORA, Tiptree 815549.

ENGINES WANTE WANTED, Lister, Sabborn marine engino, 18 hp minima, mechanical Capstan, Telephori 630-4876. 1500 per month for six months a) Lagos, Nigeria commencing I April, 1976 b) Acera, Ghana commencing I July, 1976

WANTED Gardner, Kelvis, engines, marine or land, lazz cash payments. Tait, 54 High's Fraserburgh, tel: 2280.

January 80, p

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Brunton's Superston

fishmen mews

February 20, 1976

No. 3264

Est. 1913

BLACKSTONE

merging with the giant

Transport and General Workers' Union.

The decision was taken last

week because some members feel the rapid contraction of

the trawling industry, with

the widespread loss of trawler officers' jobs, is making the

build too small to be offec-

Members will vote in secret

by post and the result should

be known by April or May.

been stepping-up efforts to

recruit the entire workforce of

deckhands and ordinary

last summer fisheries of-

ficer, Ron Chapman, had an

intensive month-long cam-

News "With the whole ques-

trawlermen at Grimsby.

Meanwhile, the TGWU has

Irish boats will guard limit

SOUTHERN IRISH fishermen will declare an exclusive 50-mile limit and enforce it themselves unless the Government makes a move to extend the country's limit within the next month. This decision was taken at a meeting of the Irish Fishermen's Organisation over the weekend. In a statement afterwards, the organisation said that this drastic action is needed to safeguard the future of Irish fisheries.

Over the past few Irish Fishermen's The fishermen have put weeks, writes our Irish Organisation, said the their call before the correspondent. Tom Government is well Government and say that MacSweeney, fishermen aware of the difficulties they intend to act by the from ports all around the of the Irish fishing fleet. first week of March. country have been calling Huge deepsea trawlers Up to now, the Irish for an extension of the from foreign fleets are Government has refused present 12-mile limit to plundering Irish waters, to make any unliatural 50 miles. They have also The fishermen are declaration of a limit ex-

Some fleets, including unilaterally declare the British boats, have 50-mile limit if the traditional rights within

traditional rights within the existing 12-mile limit right up to six miles.

They would also harass foreign boats within that Joey Morrin, of the limit.

been complaining about frustrated and what they tension before the United

poaching by foreign are really fighting is Nations Law of the Sea vessels.

Nations Law of the Sea Alfred Sendford, TGWU fisheries organises at Grimsby, signs up



paign on the fish docks and now his successor, Alfred said that fishermen would New York on March 15. | deckhand Mr. J. Canty (left) during the recent recruitment drive. Sandford, is heading another

Mallaig price scheme SFO port officer at solid front for the industry

AN EEC intervention that this new operation price scheme will be in will prove successful. operation at Mallaig from March 1.

All members of the Scottish Fishermen's Organisation will have the option of either consigning catches to the east coast, as at present, or selling first hand at the pier head.

By selling at Mallaig, boats will qualify for com-pensation from the EEC's Intervention Board.

Sale times will be: o.m.-9 p.m. Monday to Thursday and 5 p.m.-7 p.m. on Friday. Prawns will also be sold at these

Both merchants and

bringing home the profits

Granted, it's no easy job these days. But if you've go a Caterpillar engine you're halfway there.
It all comes down to reliability. Reliability of product.

Reliability of service. What good's an engine that gives out on you right in the middle of the job? A great big ZERO!

Mallaig is Alan Anderson, among the deckhands."

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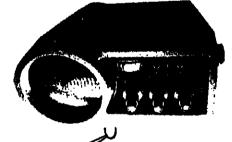
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YOUR CHANCES IF YOU ARE DRIFT NETTING OR

moving off to Canada CONVENTIONAL SOUNDER ribit to Grimaby last

Seabourne Electronics 100

Newfoundland fisheries minister, Walter Carter (centre), or Grimsby fish docks last week with Birds Eye fish processing manager Peter Smith (left) and former Birds Eye director and

Fleet may trawi SOME Humber-based side trawlers could be moving off to Canada soon as a result of a

week by a party of

under-employed.
In the absence of Newfoundland's Premier, Frank
Moores—a 'flu victim—the
party was led by fisheries
sminister, Walter Carter, He
made no secret of the fact
that they are on the look-out
for distant water trawlers,
complete with crews, for
charter to Newfoundland.
With the distant water
trawlers over 170ft. would be
class trawlers to Newfoundland waters.
They would be crewed by
British fishermen on shortterm renewable contracts.
Mr. Suddaby said they will
be sending a plan in writing to
the Newfoundland Government and feel the prospects of
a mutual agreement are good.
With the distant water
The only major obstacle is
Canadian legislation banning

trawlers to Newfoundland with Humberside
foundland with Fundland
foundland with Fundla

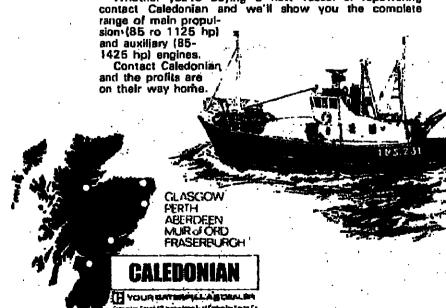
senior Newfoundland fishery officials.

The delegation has been on a fact-finding tour of major western European fishing countries. They hope this will lead to more work for their fish processing factories which are presently grossly under-employed.

In the absence of New Humberside going through its foreign trawlers from landing there.

The delegation has been on the biggest crisis for years, the there.

The Mewfoundland VIPs wisited the huge Birds Eye frozen food plant at Grimsby and later gave a luncheon for firmed a pilot scheme had been discussed whereby side trawlers over 170ft. would be chartered to fish in Canadian foundland with Humberside



The harbour cominissioners state that many man of Bridlington and It is understood that by usfishing boats in the harbour have already been examined for gribble damage and the fremainder will be examined which have to be examined, regular inspection, damage to but of these examined so far, boats can be avoided.

THE WHITEHILLS seiner Valonia has broken the port record for one day's fishing at the north-west. Sutherland harbour of Kiniochbervie. She landed 380 boxes which sold for \$25,951.

的。据集,各级自己的

Published by Arthur J. Heighway Publications Ltd., 110 Fleet Street, London, EC4. Printed by Darby Trader Newspaper, Ltd., Heighway Publications Ltd., 110 Fleet Street, London, EC4. Printed by Darby Trader Newspaper, Ltd., Heighway Publications Ltd., 110 Fleet Street, London, EC4. Printed by Darby Trader Newspaper, Ltd., Heighway Publications Ltd., 110 Fleet Street, London, EC4. Printed by Darby Trader Newspaper, Ltd., Heighway Publications Ltd., 110 Fleet Street, London, EC4. Printed by Darby Trader Newspaper, Ltd., Heighway Publications Ltd., 110 Fleet Street, London, EC4. Printed by Darby Trader Newspaper, Ltd., Heighway Publications Ltd., 110 Fleet Street, London, EC4. Printed by Darby Trader Newspaper, Ltd., Heighway Publications Ltd., 110 Fleet Street, London, EC4.

Trawlers CREW ESCAPES on strike CHOP

Government has another

stoppage of all organised warp scythed through during the night of February 11 and

declining catches and soaring inflation. The fishermen have remained in port since last Saturday, and the general strike was expected to start this week.

miles north-east of Iceland.

The incidents provoked immediate outburts of 'reckless mearby at the time, but unsale to prevent the attack due skippers, who claimed Baldur to a rudder defect.

The incidents conservation zone.

The frigate Lowestoft was nearby at the time, but unsale to prevent the attack due to a rudder defect.

The incidents provoked immediate outburts of 'reckless nearby at the time, but unsale to prevent the attack due to a rudder defect.

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The incidents conservation zone.

THE THIRD 32-footer Cygnus Marine of Falmouth has built for members of Flushing co-op started work last week. Named Bri-Al-En (FH234), she is the first Cygnus has completed with the fish hold pounded out for summer white fishing. She work mackerel in winter and long-lines in summer. John Cock owns *Bri-Al-En* (right), which has a green hull and is powered by a Ford Sabre 108 hp diesel driving through a PRM 2:1 reduction gearbox. She has a Seawinch Type IC line hauler/capstan, plus Graphette sounder, Westminater VHF, Decca Mk.21 Navigator and Sestral Major compass. Twin bunks are fitted forward. The first Cygnus - -GM36 hull has now been

Government has another fishing battle on hand—
this time with its own trawlers fell victim to warp-cutting runs by

A row over wages has provoked a strike among the Icelandic fleet, which is spreading into a national stoppers of all organised warp scythed through during

TWO MORE Grimsby The attack on Ross Rodney was to badly 'hashed' that the cutting device caught in her cutting device caught in her cutting device caught in her gear and ran over the side of the vessel, endangering her crew. Later the Ministry of Defence endorsed these opinions.

Later, Baldur was involved to have set up the attack by drawing off the crew. Later the Ministry of Defence endorsed these opinions.

otherwise relatively quiet port quarter.

The Icelanders claimed the close manoeuvres, during 12 by the converted stern lecland's fishermen are trawler Baldur. They were 40 reported to be caught between declining authors and source.

The ingut of February 11 and vessels had their warps cut which I celand claimed because they were in an international conservation zone.

The ingut of February 11 and vessels had their warps cut which I celand claimed because they were in an international conservation zone.

damage to her bows and Baldur was dented on her



IN AN effort to find a solution to the cod war, Dr. Joseph Ler secretary general of NATO, was invited to London last week h is seen here (left) at the Foreign Office with James Calleghe foreign secretary, and Fred Peart, minister of Agriculture in Fisheries. At an earlier meeting in Washington, Dr. Luns min the matter of the fishing dispute with President Fold

refuses to compromise in silv. onsequences if Iceland dustry can manage to dis given by Harry Fair-botham, president of the Fleetwood Fishing Vessel you can catch it, does Owners' Association.

This came last week after the announcement that Britain had said she would processing the fish. estrict her cod catch in the Iceland area to 85,000 tons, the BBC came in for so also reduce the number of heavy criticism from the

to this announcement was sided" reports about to cool to say the least, Mr. Fairbotham said: "It looks to me as though the Icelanders are taking a pro-Iceland lime. as though the Icelanders are expecting the quota to be even less than this — if they intend to settle at all. And at the rate they are going on they don't seem too keen to come to an agreement.

Laking a pro-iceland make is angry at BBC reports I camera crews being on because the Iceland gunboat Ty do ing incidents involving it seem too keen to come to an agreement.

tons is just about as low as Armada to give German Britain can be expected to go Spanish propogands."

reasonably viable.

"If Iceland is not prepared to accept something in that region, it's going to be an absolute nightmare for for the West Sutherland

mean the housewives will

vessels working there from for North Fylde, Wall 139 to 105.

When the Iceland reaction to this approximately on the control of the control o

Fleetwood.

'Already there is not enough fish coming into the port. To cut the quota by a third is going to make things

Fleetwood.

'Already there is not enough fish coming into the port. To cut the quota by a third is going to make things

February 7 was worth 55.

NOTICE

Voluntary Arrangement for Temporary Aid to Small Boats, etc. in respect of period 1st January-

30th June, 1975 (NOT SEPTEMBER AS STATED IN LAST WEEK'S ADVERTISEMENT)

DISBURSEMENT OF FUND

Owners/part owners of EITHER Scottish inshore fishing boats under 40' registered tength OR of Scottish shell fish fishing boats over that length who were not entitled to subaldy for the above period as the weight of their shall fish catch exceeded that of their white fish and/or herring catch during said period, wishing to participate in the disbursament of this fund must submit their deline in writing so as to reach the subscribers by not later than 1st Merch. 1976.

Claimants who must be full time fishermen must state: Their full name and address.

length of vessel. for vessels of registered length 40' and over, total weight of (a) shell (ish and (b) white fish and/or herring caught

nd landed in the six months ended 30th June, 1975. Total complement of the vessel. Port(s) of landing flah and total number of such landings during said period.

All claims received timeously will be vetted by a joint committee of the undernoted Associations after which payment, of such amount as said joint committee shall in its sole discretion decide, will be

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SECRETARIES.

The Scottish Herring Producers' Association

The Scottish Inshore White Fish Producers' **Association Limited** 10 QUEEN'S TERRACE, ABERDEEN ABS 10J

No money to spin

IN YEARS gone by, our annual review of the top-earning ships in the country went under the title of The Moneyspinners. For obvious reasons this is a thing "I would think that 85,000 crew aboard Bismark and "I of the past and this week the results for 1975 are under a rather more sober heading.

From almost every port the story is the same: out-

standing performances by skippers, vessels and crews eroded away by costs. One thing is certain, the deepsea industry could not survive another year like the last and, yet, there is every prospect that things

are going to get worse.

For fishermen there was an early warning of what 1976 might bring: the cut-back off Iceland is going to mean the loss of 400 jobs. For the owners, it means that a year without Government subsidy will not even

that a year without Government subsidy will not even allow the top ships to break even.

Last year, the Government subsidy was a lifeline for the deepsea industry. This year the economic conditions for fishing are still as gloomy, but the subsidy has been withdrawn. There is no logic at all in this kind of Government thinking, unless it is to be deduced that they want to preside over the end of British deepses fishing.

The resumption of subsidy would only be con-idered, said the Minister of State for Fisheries and Agriculture, Edward Bishop, in the House of Commons last week, if an "overwhelming" case could be made by the industry. By this he was referring to projections being worked on by the British Trawlers' Federation.

We suggest Mr. Bishop reads our feature this week. He will have all the indications he needs that subsidy is a vital issue again.

fishing news

Editor: Harry Barrett Assistant Editor: Scottish Correspondent: Gloria Wilson

Fred Purssell

W. A. Cathles

B February, 1976

Advertisement Director:

Menaging Director:

Published weekly.
Postal subscription rate £7 per annum £7.50 overseas Registered as a newspaper at the Post Office.

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FLEETWOOD'S Wyre Fleetwood. Many Trawlers Ltd., which last week denied rumours that its fleet is to be transferred to Grimsby, has now announced plans to expand.

Fleetwood. Many paratively modern transfer tied up there have left in the company that it is that so men up there have left is men up there have left is for the oil industry.

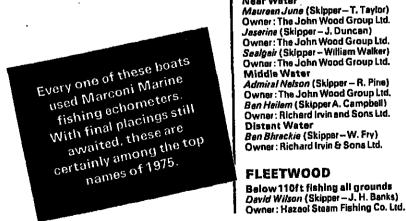
John Haslam, the firm's manager at Fleetwood, said last week: "We are hoping to get another two or three ships for Fleetwood". welcome change from grimness surroun local industry recently and more ships have her by increased costs and the are rumours of local vigoring to work from He was hoping to go this week to Aberdeen and, possi-ble, Granton with the firm's

Shorrocks, and shore skipper town running at around the national average Mr. Haslam said: "We will vessels would obviously sae it any of the ships laid up big, help to ease lost there, would be suitable for employment."

Year after year after year



'Fishgraph K' and 'Graphette K' were again the most consistently productive fishing echometers in 1975. Always among the top catchers and top grossers in every class, Marconi Marine fishing echometers continue their record of success - year after year after year!



Near Water
Maureen June (Skipper—T. Taylor)
Owner: The John Wood Group Ltd. Jaserine (Skipper – J. Duncan) Owner: The John Wood Group Ltd. Sealgair (Skipper – William Walker) Owner: The John Wood Group Ltd. Admiral Nelson (Skipper – R. Pine) Owner: The John Wood Group Ltd. Ben Heilem (Skipper A. Campbell) Owner: Richard Irvin and Sons Ltd. Distant Water Ben Bhrackie (Skipper -- W. Fry) Owner : Richard Irvin & Sons Ltd.

FLEETWOOD Below 110ft fishing all grounds David Wilson (Skipper – J. H. Banks) Grossing -- 110 to 135ft fishing all grounds Wyre Venguerd (Skipper -- 8. Hargeaves) Owner: British United Trawlers Ltd. Dally Average -- 110 to 135ft fishing all grounds

Boston Stirling (Skipper – W. Budge)

Owner: Boston Deep Sea Fisheries Ltd.

GRANTON Ross Mellard (Skipper - E. Wood) HULL

Distant Water Challenge Cup
Lord St. Vincent (Skippers - B. Stipetic and Owner Hollver Brothers Ltd. Ross Canaveral (Skipper - M. F. Redfern)

Owner Hudson Brothers Trawlers Ltd.

LOWESTOFT

Sulfolk Challenger (Skipper - R. D. Atkinson) Owner: Small & Co. (Lowestalt) Ltd. Sulfalk Venturer (Skipper - J. Peck) Owner: Small & Co. (Lowestoft) Ltd

MILFORD HAVEN

Branda Wilson (Skipper - R. Evans) Owner: Hubert Jones Ltd. Picton Sea Eagle (Skipper – J. Brodie) Owner: Nonard Trawlers Ltd Rosevear (Skipper – A. Simpson Owner: Norrard Trawlers Ltd.

NORTH SHIELDS

Grossing Bon Chours (Skipper – T. F. Jameson) Owner: Richard Irvin & Sons Ltd.

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leaking in the hull where echo sounding gear is fitted, and the mayday was called off when the leak was located.

position 50 miles away, was demanded a ban on pursers only 20 minutes from the and also called for a tem Norwegian boat when she was porary restriction on all told her services would not be vessels over 50ft., pending an required. Another Norwegian inquiry into the area's fishing boat was diverting to problems. escort Lestasund into Edward Bishop, Minister of State for Agriculture and

A new boat being built at Herd and MacKenzie of Buckie for local fisherman, 'Billy' Humphries, is also fitting Lossin druppe Charles and the record built ing Lossin druppe Charles and fing Lossin druppe Charles and fing the record built came from the record built ting Lossio drums. She is a

Agent for Lossie Hydraulics in England is James Talbot at Wallsend. He can be contacted at Wall-

Norwegian PURSER 'BAN' escorted in PURSER 'BAN' SHETLAND lifeboat was called out and helicopters alerted at the weekend when a Norwegian liner reported she was sinking 15 miles north west of

The 95ft. Lestasund was has refused to restrict

when the leak was located.
The British trawler Gull, which had steamed from a vative MP for Bodmin, had

says there are no plans t restrict the access either o numbers or of classes o vessels, or to outlaw paricular types of fishing gear in

We would like to make it clear that this figure included installation charges. The price of the drums was £4,500 and we applogise for any conservation catch

After several days of poor

came from the record holder Gallic Rose, the Scottish

There were some 170 boats in Newlyn harbour on Satur-

With Jotun-Henry Clark

We have developed a

36FT. ROAMER WORKBOAT & FISHERMAN

Built of 급" Steel Grit Blasted Inside & Out & Coated with

Epoxy Resin — Complete Boat from £10,000 Available complete or in stages

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plain

sailing

W. S. BARCHARD & SON LTD.

WEST DOCK STREET, HULL

it was reported that the Peterhead seiner dilustrious had been fitted with rope drums at a cost of 100-stone or 100-stone or less.

The mackerel working round of ICES is meeting next of £8,000.

The secretary of the local secretary s

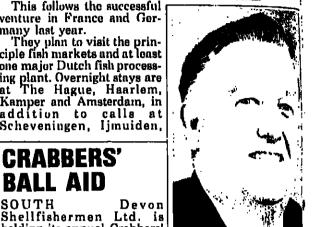
Going Dutch Authority is organising an A representative of the Export Trade Mission of WFA trade office, who will

UK fish and shellfish lending the mission, said:
"They will discuss the merchants and "They will discuss the processors to visit the prospects and means of a Netherlands from May 1- panding British fish salar to May 6.
This follows the successful the Netherlands."

venture in France and Germany last year. They plan to visit the principle fish markets and at least one major Dutch fish processing plant. Overnight stays are The Hague, Haarlem, Kamper and Amsterdam, in addition to calls at

CRABBERS BALL AID

Shellfishermen Ltd. is olding its annual Crabbers' Ball at the Seymour Hotel, DUE to health reasons fished Totnes, on Friday, February | secretary at the MAFF, Jab



The secretary of the Newlyn and Mousehole Fishermen's Association, Mrs. Daphne Lawry, ad-

mitted that the season had FLEETWOOD'S new including more than 900 of ln the pocket trawler & They had made a living small Gavina-type stern cod, which sold for £23,771. tion the 57ft. wooden but needed more than trawler Norina (Skipper Earlier in the week there Girl Doris (Skipper-owned);

Mrs. Lawry. "Not only are we class.

catching too many mackerel Last week she returned Top ship honours for the

wage, but needed more than this to compensate for the lean times in the spring and more than capable of the lean times in the spring and more than capable of the lean times in the spring and lean times are lean times are lean times and lean times are lean times are lean times and lean times are lean time keeping up with the Stirling (Skipper Bill Bridge) cod, three of coley and 36 "It is very worrying," said bigger vessels of the which made £17,806 from 943 roker, for a grossing of 22,434

vana (Skipper Gordon Wignall). She worked off Iceland catching 1,399 kits, including nearly 1,200 of cod, which sold for £25,860.

Her sister-ship Luneda again hit by bad weather. AN INJURED Fleetwood the decision was changed fisherman was refused and he was taken in.

Dermission to be landed at Iceland last week but, after diplomatic activity, Marauder, injured his hip.

Her sister-snip Luneau (Skipper Bill Reader) landed 1,270 kits, which sold for 21,623. The lower average was due to Luneau having only 900 of cod in her total, 200 of coley being the other

support vessel *Hausa* where a doctor decided that he should *David Wilson* (Skipper John landed in Iceland. The Banks) which was last year's Icelanders refused to allow top ship in the 100-110ft. him to be landed, so Hausa class. She had the market to began to make for the Farces. herself when she landed 404 Then the Icelanders chang- | kits, including 65 of hake, 50 ed their minds and Hausa of cod, 85 of haddocks, 155 of

Markets were good and she

Forthleven mackerel fishing boat Melanie Clare was sinking on Sunday.

They were taken out into meddle of the horizontal fishing industry, and the middle of the horizontal fishing industry, and the mackerel fishing boat Melanie Clare entering the fishing industry, and the middle of the horizontal fishing industry, and the middle of the horizontal fishing industry, and the middle of the mackerel fishing industry, and the middle of the mackerel fishing industry, and the middle of th

side thruster, as reported ing; buckled and torn asdic in Fishing News last week, dome needs renewing com-She was examined at Kar-plete; starboard side echo trawler section was Remoy. Norway, where she was sounder transducer scored built, on February 6. And needs renewing; port A surveyor reported that echo sounder transducer cluding 15 of hake, 30 of ot the damage, alleged to have buckled; main engine may been sustained by grounding need re-chocking as damage on February 3 while entering to bar keel is under main 10 of mixed varieties, and of roker and sold for £2,6% Fraserburgh harbour, engine; and solepiece of needs the following repairs: 15 rudder contacted bottom, so

It was a bleak week for the inshore fleet. The boats we

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been poor.

Firemen save

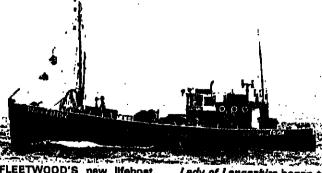
the middle of the harbour where the boat was going waterline, just before a planned fishing trip.

Penzance firemen pumped the water out and the boat is

being repaired. PORT CUTS FISH DUES

dues for fishermen at Scarborough are to be

The decision has been made by the port's harbour committee following protests



ady of Lancashire, went into action last week when the 62ft. Dulcie (above) then sank. near water trawler Dulcie grounded on a bank west of Abbey Light on her way into Glasson Dook,

to Fleetwood. None were in-

most advanced progressive escallop quality materials strength and durab is supplied to Minis

for Scotland, Irela England and Canada. Orders delivered to dividual specifications Athol Street, Port St. Mari late of Man Tel: Port St. Mary 3345

Trawler repair firm is closina

trawler repair firm.

St. Andrew's Engineering Co. number of fishing vessels Ltd., part of the BUT Group operating out of Hull, it has since 1970, is to close down. No date has been set, but whole of its engineering ac-276 employees will be tivities.

THE 135 ft. Fraserburgh and scored for its entire purse seiner Chris Andra length; strake plating on both

has more than damaged a sides of bar keel needs renew-

m. of bar keel needs to be steering gear needs check for renewed and the keel is bent possible damage.

NORTH Humberside is to lose its biggest trawler repair firm.

Humber St. Andrew's have not been successful.

Engineering Co. regret having "Arrangements are now in to announce that, as a result hand for consultations with

become necessary to close the It is understood that every

in a statement given to the engineering work but, due to cussions, the company has press last week by Christopher Mannall, a direction of the customer that in the length of the run-down tor of Humber St. Andrew's. acute difficulties in obtaining period. suitable alternative work in It read: "The directors of this locality, these efforts winches, Tenfjord steering

rawier repair firm.

of continuing losses following trade union and staff

The Hull-based Humber the sharp decline in the representatives and the ap-

effort is being made to ensure an orderly run-down of the ffected.

"Attempts have been made company's activities and to diversify into other that, in view of pending dis-

and other marine gear, HSA will be holding discussions about future arrangements

Zephyr does it again

Zephyr (above) is making a habit of rewriting the record books at Grimsby and this is the hird time she has beaten allcomers in her class luring the past six months.

Skipper Roger Ackx, however, was rather

up another record grossing for a Belgian vessel week and told Fishing News he had expected landing at Grimsby last week with £17,600 to make £20,000. "But the markets were not

The beamer had a big catch of 570 kits of big-small plaice and lost 55 kits to pet foods and 20 of large to fish meal. As usual she was

Mirrlees Blackstone marine diesels from 200 to 10,000 bhp



'VELIA' built by Richard Dunston for J. Marr & Sons. EZSL8 engine developing 1250 bhp at 1000 rpm.



'COURTENAY BAY' Canadian motor trawler fitted with 660 bhp ERS8MGR3 engine and gearbox.



'DANE' factory stern trawler built by Brooke Marine for B.U.T. KMR7 Major engine rated 3245 bhp at 525 rpm.



'VIGRI'. Built in Poland for Icelandic owners. KMR6 Major engine developing 2169 bhp at 450 rpm

proven throughout the world for trawler operation

HAWKER SIDDELEY

na well on richina with START

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painting system specifi-cally for fishing vessels. Techniques that will remove old namescale Purpose-engineered It was that will put on a bright new protective look and stand up to the worst that weather can do. Tel: 01-481 2741. Teles: 885421. ADDRESS

catching too many mackerel Last week sne returned top sinp monoton for the stocks, but also for the from Iceland with 1,357 kits, week went to the large Gavina-type stern trawler Ir-

He was transferred to the main variety.

turned back to Iceland and coley and 10 of dogs. landed Mr. Sullivan at Markets were good

Neskaupstadur, from where he was taken to hospital. His condition was later said to be section was Royalist (Skipper FIREMEN went by sea to satisfactory.

Newlyn when the 50ft.

Mr. Sullivan is originally a total of 291 kits, including 20 of hake. 40 of cod, 90 of had-

PROPOSED increases of 25 per cent in harbour

by fishermen that the original ncrease would lead to a crisis

FLEETWOOD'S new lifeboat,

increase would lead to a crisis in the industry.

A cut of one half pence in the pound off fish landing dues has been decided, following an allocation of the harbour committee by the policy and resources committee.

Skipper Phil Ellis of Fleetwood.

Skipper Phil Ellis of Fleetwood.

Duicle, a wooden craft, has been decided, which was picked up by the water trawlers salling from the dividual specifical.

She relayed to fine to fine as supplied to Min for Scotland. It is the individual specifical.

Attribute the industry.

Skipper Phil Ellis of Fleetwood.

Duicle, a wooden craft, has been one of the leading near which was picked up by the water trawlers salling from the dividual specifical.

Attribute the industry.

Skipper Phil Ellis of Fleetwood.

Orders delivered dividual specification.

Attribute the industry.

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Orders delivered dividual specification.

Attribute the industry.

Skipper Phil Ellis of Fleetwood.

Outlies, a wooden craft, has supplied to Min for Scotland. Its ending near which was picked up by the water trawlers salling from the dividual specification.

Attribute the industry.

Skipper Phil Ellis of Fleetwood.

Orders delivered dividual specification.

Attribute the industry.

A cut of one half pence in the industry.

The vessel, commanded by Jured.

The vessel of the industry.

A cut of one half pence in the industry.

The vessel of the industry.

The

Lady of Lancashire began to tow the vessel off the bank, but The crew was taken on board the lifeboat and returned

The Net Factory, Milligre LYME REGIS 3260 Open Mon. to Pri. 8 a.m. to 8 per Saturday. 8 am to 12 noon.
Leaded and floating polyproples rope, orange PE rope, floats shedder combination wire, all at each of carry prices. For example: 12 fathome x 1 lin. leaded polyproplema, £18.21 plus VAT; 120 inhome x 1 lin. orange PE, £14.11 see VAT. Vincent Blake

steeped in fishing.

Chris Andra -- bottom damaged coming into port. SKIPPER Tom Whit-

and needs renewing; port

SKIPPER Tom Whitcombe (56), one of Grimsby's leading distant water skippers who died suddenly in a Grimsby German-class coal and oil hospital after a short ilburning steamers, before ness on February 2 (see moving onto more modern Fishing News, February 6), steam trawlers like Northern came from a family Chief and Northern E

Then, in the early 1960s. His father and grandfather joined forces with fellow were both highly successful skippers Jimmy Nunn, Billy skippers who obtained their Balls and Paul Adelsteinsson tickets the hard way — by to help launch the Abunda practical application and Fishing Co. Ltd.

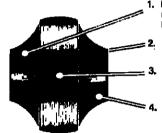
dedication - and Tom The company operated illowed their examples. three deepsea motor trawlers
He entered the industry in successfully for several years followed their examples. the mid 1930s, when Grimsby with Skipper Whitcombe in was still a one-industry town and at the height of a deep he relinquished last October, depression when jobs were even though the company had sold out to the Boston Group.

Skipper Whitcombe made A fair, modest and unthe most of his chance, even pretentious man, Skipper turning war service in the Whitcombe's life was fishing. Navy into gaining further He became so knowledgeable valuable seafaring ex- on the fishing grounds off perience. By the time he was 30 he considered the leading

was already one of Grimsby's authority: Don-skippers. For over 15 His loss to the industry is years Skipper Whitcombe serious because there are so sailed with the old Northern few men of his calibre or stan-Trawlers Ltd. and was very ding. He leaves a wife, son successful with the pre-war and two daughters. and solid bunt

Ground Rope Bobbins

in heavy duty rubber



 New design offers less resistance to drag, saves on fuel costs.

> Extra wide tread gives more lity while rolling on

onsures long life, outlasting

— and itere are 6 more specifying TEAL -

noise than steel ones on the Damage to dack and plates is

TEAL Bobbins can be rebuilt after wear roduces size for practical use at sea.

BUNT BOBBINS in heavy cluty bunts.

TEAL bobbins are unaffected by sea water

Steel centres available (but not really required in view of the extra hard wearing qualities of new TEAL

TEAL BOBBINS SAVE TIME AT SEA

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Can plastic ROBUST MOTOR POLICY CAN PROBUST MOTOR BOAT...

POLICY COPE ? CAN USE ARE in need of robust, motor worker about 15ft. long—one of towing can use as a tender, is

tired of mending creels made with cane bows and cross sticks.

"Do you know whether the all-plastic Kavel and Venor pots are as durable as they are claimed to be and how they fish compared to an East Coaster?'

I have a lot of evidence which shows that Kavel pots are very durable and that Venor pots can be made adequately durable.

I received a letter from a obster figherman on the west coast of Scotland not so long ago who was using Kavel pots. In it he wrote: "When we started to use them we ex-perienced difficulty in secur-

ing pre-cast concrete ballast weights properly. The result was that they broke and the pots were washed ashore. "There they were subjected o the most terrific batterings,

vet we repeatedly retrieved nem from rocky shores and ooulder strewn beaches more

enabled them to survive in and 158 crabs. places where ordinary shoes are soon cut to ribbons. Components of those that were damaged were easily and quickly replaced.

I received another letter from a lobster fisherman in Donegal coast over the past three seasons and our conas far as basic design is concerned, these are probably the most efficient pots

fault, resulting from the vulnerability of the plastic at the lower edge which retains the weighted base.

"In areas where swell is a factor, this part chafes through quickly unless | in. diameter rope is whipped around it."

As regards their effectiveness for catching lobsters and crabs, the Scotsman had this to say about his pots: "Kavel pots have the merit of spaces between the slats. And would say that they fish

or creel.

"Last Friday we caught 25"
fleet. Except for Mondays, when pots have been fishing over the weekend, our daily catch averages 50 just now. During the last month, Monday catches have been 74.85.

"CAN YOU tell me what the frequencies of Channels 6, 8, 12, 14, 6, 25, 26 and 27 are and whether a portable transistor radio telephone fitted for communication on all these channels is

South East Ireland.

The paper was written by Dr Eric Edwards and K. D. Waind and published by The Fisheries Development Division of the Irish Sea Fisheries Board.

Having made some comparative fishing trials with seven different types of trap off the south coast of Ireland, trials showed a trap called a Kilmore Quay pot to be the most efficient, the authors House againsts Kilmore Quay pots.

South East Ireland.

The Sea Star T-1502-MX is fitted with Channels 6 and 16, and can be fitted with four extra channels.

Made by Frank Cody Electronics Ltd, Sumbury Cross Centre, Sunbury-on-Thames, Middlesex, it coats around \$160.

It is possible that the Marconi Marine, Elettra House Westway later decided to test Venor Chelmsford, Essex, can be againsts Kilmore Quay pots.

Grounds chosen for trials you list



were in 5-25 fm and were It was therefore concluded the Firm's Halifax Be frequented by crabs as well as that the Norwegian pots are Works. Wherstead Rad lobsters. The pots were mixed as efficient catchers as Ipswich. on strings and set at ten fm Kilmore Quny pots and Another stock bost with intervals on backropes. therefore more efficient than might suit you. They were baited alike the six other types of pots and ferro-coment.

with flat fish, sometimes creels tested previously.

It is 15 ft long and is keep fresh but mainly salted, and If I remember rightly, East as the Macboat 15. Built strings were hauled daily. Coasters were included McAlister Carvall Ltd. Catch per 100 pot hauls among the six other types of Matthews Lane, East Bolin with Kilmore Quay traps was pots and creeks tested. If they Humpshire, it has plenty Their design and the with Kilmore Quay traps was pots and creels tested. If they Humpshire, it has plenty resilience of the polythene 30 lobsters and 125 crabs; were, the trials provide an open space forward of entry with which they are made with Venor traps, 34 lobsters answer to the latter part of and stern thwart for works your auestion.

towing, for laying moorings and for working gill and trammel nets. "Can you make an suggestions as to which side many stock boats me

suitable?" One boat which might so you very well is being probe ed by C. H. Fox and Smill in Ipswich. It has a GRP in and is known as the Ro Fishermen Mk II. Its over length is 16 ft. and it has

available would be me

Gunwales are made laminated mahogany; land bilge keels of iok oak; thwarts and side bend or iroko or mahogany.

You could inspect and for a trial run in this boat

therefore more efficient than might suit you is built?

Coasters were included McAlister Carvall Life

NEW RAT KILLER

infested it is usually common brown and ship rats poisons. fumicated: otherwise rats as poisons used before and, clusions are to the effect that, are usually destroyed by because of its low concentra-

have since learnt that a rodenticide, which has proved been introduced and that the manufacturers consider it suitable for ridding ships of

rodents as well. It is possible that its use may obviate the need for fumigation in some cases.

The new rodenticide is called KaRATe and it consists of cracked wheat soaked in an

allowing lobsters of 7in. long or less to escape through the better than most types of pot whf R/T

day catches have been 74, 85, on all these channels is 97 and 73 lobsters." obtainable?"

Evidence about the effectiveness of Venor pots is contained in a Resource Record Paper called Crab and Lobster Fishing Trials off South East Ireland.

The paper was written by

A LITTLE while ago, in edible oil known to be No pre-baiting how fishermen should get tion of chlorophacinone. necessary, nor do expense to the chlorophacinone. had considerable experience of Vener pots on the north vessel becomes heavily nearly five times as lethal to rats with it than most off

> cent), it is safer to use. Dexstar Chemicals Ltd. KaRATe is claimed to be company which makes specially suitable for use in well-known Dexstar By remarkably effective for rid- ships because the oil makes it Wash for use in fines ding farm buildings of both resistant to damp and it will

> It is obtainable in 2-30 la trapping and/or poison- tion in the bait (0.005 per plastic packs or drums in Dexatar Chemicals Ltd. rats and mice, has recently not go mouldy or deteriorate Works, Lockerbie, Du and become unattractive.

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brief when writing about so complex a problem as mackeral fishing off Cornwall. Unfortunately. there are fishing politics and national politics at work. For example: our Govern-

politically expedient for the sources, including Government with dead mackers to the exsouth western fleet in favour of powerful and long-established problem. the Scottish fleet — this is international marketing con-

chose to publish such facts. Be One official told me of that as it may, I feel obliged to another Scottish skipper

The next fact is that the Board's regulations is to charge everything we can catch. fishing industry as a whole is the correct price, but invoice fighting to survive, each faction buyers for 70 per cent of the doing the best it can regardless tonnage sold. Such methods of who also gets hurt. The could certainly account for us

The south western mackerel such a cut price war? I cannot fleet has grown from nothing, see the Scottish fleet letting us developing its marketing and do it to them in their home catching power together, all waters. Government help and, as such, known is that last October the it must be "efficient". However French fishing industry obthe Scottish fleet has been jected to the behaviour of some pampered beyond belief with Scottish boats selling frash WFA grants/loans, Herring in- mackerel at dumping prices. dustry Board grants/loans. The result was that they made Highlands and Island Develop- representations to our Govern ment Board grants/loans and, ment to have this stopped.

Icelandic cod war is an exam- losing some of our markets.

Can any of us really afford

They also personally told

Through the South Western

due to these few Scottish

now. FEOGA grants. Their herring fleet has some of our members that they developed some magnificent were standing by and, at six vessels and, between hours' notice, could blockade themselves and foreign purse all imports of British fish to seiner fleets, have in three EEC countries from the Baltic years destroyed the stocks they to the Adriatic, And, that if we were built to catch. As a result did not stop the Scottish boats they are grossly over capitalis- from selling at those ridiculou ed and in one hell of a mess prices, they would do so.

They have our sympathy, but Fish Producer Organisation and we are not going to sacrifice the local MAFF officials, we our livelihoods to sustain their stopped these Scottish boats. fleet. Much of the blame must Yet, few people realise the in lie with successive dustry was within hours of losgovernments which have ing all its continental markets created this situation.

Tony Atkinson sets out our boets! problems over orders. For us road transport marketing and the intervention another aggravation if we have Board very well. As fishermen to send large quantities for fish we are used to competing in meal. There are not enough the open market and, normally, aultable lorries available; we we are competing over prices. already draw from a 200-mile In this case the Scots are now radius; and on "Black Friday" competing with us for the en- we supplied the total fish meal tire and very limited market, requirements for that day: Without the orders and fresh Imagine what it would be like if

market, we lose the lot. we had a large increase in the Our local district fisheries of- catching fleet, entailing heavy

ficers assure us that we land as withdrawals, with fish being good and, frequently, better unsold even for fish meal! middle-men

member of the public I am It seems to me that trying to make sense of the trying to make sense of the trying to make sense of the trying to me trying to me the trying to me tryi three facts. I hope someone being taken for a very rough can enlighten me?

can enlighten me?

February 6 issue of Fishing pound for pialce and I am payNews (Dutch dumping story) ing 72.7p per ib., someone is says merchants will not pay first for 10 stones of pialce "cresse (or 57p a ib.) at your when they can buy Dutch at the can be considered. when they can buy Dutch at price, or 637.7 per cent in-£16. I reckon that works out at crease (or 61.3p a lb.) if what I 15.7p per ib. and 11.4p per ib. bought was Dutch pialce. respectively. On February 15 I So the middle-man has to ought 11oz, of plaice from the make a living, but do they all 'cheap" wet fish stall on our have to live at the Dorohester market at a cost of 50p, or or Hilton? 72.7p per 1b.

February 13 Jasus (Fish and ohips boycott story) i read: fish caterers have maintained

58 Market Street.

'WE WON'T LET SCOTS DESTROY **OUR MACKEREL'**

Scottish supporters to the tish bosts, so how is it that what happens outside the 12- we rarely "split" (my own trawl of "slipped" fish died within ment cannot afford to lose quality mackerel than the Scot-

nections; secondly, bosts such being dismasted trying to get now purse seiners, and one he salled with revealed that he been destroyed, starting with The owners of the purser as Gallic Rose apparently are their demersal trawl aboard as freezer Orsino. Dick Spencer, killed about 60 per cent of what the Californian plichard (if my Quo Vedis ask for facts; the not in any Producer Organisa- it was fouled with dead skipper of Orsino, with whom he pursed. above is one of these facts. If I tion and so sell at any price mackerel. Men I have fished we have discussed our mutual read their statement in Fishing they can clear their fish at. We with out of Newlyn tell me they catching and handling night a pursor may have five or News (January 30) correctly, are told this may be as low as have abandoned trawling on problems and with whom we six shots, say of 200 tons each. they are now implying legal ac- £41 a ton, yet regulations comtion against those of us who pel us to charge £60 per ton. grounds because of dead sure — confirm that at times he 450 to 600 tons will soon did siblo move is to ben the mackerel.

Tony Atkinson, skipper of Organisation. He openly ad-Vigilance (A20A), in Fishing mitted that the easy way become too "flighty", and we stern ramp; it being impossible nothing detrimental to the around the Intervention have a market for nearly to judge accurately how much fishing off the south west fish has entered the trawl. His coast; this shows their ig-

mile limit, but we can make a has split once this winter). In hours.

catches far more than he needs as a result of one night's fishing The south western mackerel or can handle. So has to "slip" by one purse seiner. that as it may, I real congact to another Scottish skipper write and support the letter by operating through a Producer fleet does not normally dump some of that catch in order to . The owners of Quo Vadis least until a great deal of

catch is then graded and the norance of mackerel. They are undersized is dumped with the fish that need to swim freely to

However, purse seiners fre- found that once mackerel have quently have several shots in been bagged closely the maone night, some of up to 300 jority of them die. tons to a shot. If the quality is not to their liking they "slip" are correct, can they explain that shot. The following facts why there has never been this are difficult to be exact over: problem with dead mackerel one Government official, who until the purse seiners arrived has been to see with one of the down here, and that the pursers on mackerel, estimates problem is worst where the that at least 45 to 50 per cent pursers have fished heavily. Two things are certain: the

local fleet is not responsible start inside that limit. The fact we lose less mackerel this A friend who has been out and the Russians, fishing well whereas in our area it can only Here one makes deductions seabed from the Eddystone to way, even with a larger fleet, with another purser says that outside the 12-mile limit, canwhereas in our area it can only mere one makes deductions the Wolf Rock is now littered than used to be the case. Until skipper acknowledges at least not be blamed either. Government to sacrifice the officials: firstly, the Scots have tent that it has become a problem with dead mackerel.

The only new factor is the ficial who has been out with a that purse seiners have turned I heard of one sidewinder arrival of the Scottish boats — purser tells me that the skipper their attention to has since memory is correct) and ending

live, and everyone else has

As a start to conservation of would seem that the only sencatching and landing of these as to the offects they have on

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apid epreciation	Painting	
nber rot	Hull leaks	
ust	Deck leaks	

Maintenance costs

(all the things that make you wonder sometimes if the game's worthwhile)

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She landed 13 trips at Hull and spent 298 days at sea. She caught a total of 35,783 kits to gross £539,289, attaining a daily average of

£1.809.7.			
January 8	White Sea, 25 days (C. Dunn)	2,182 kits	£41,599
February 4	Norwegian Coast, 25 days (R. Taylor)	4.343 kits	£59.767
February 26	Norwegian Coast, 20 days (R. Taylor)	3,025 kits	241,657
March 24	Norwegian Coast, 24 days (R. Taylor)	3,260 kits	£47,212
April 2ñ	Bear Island/N.C. 22 days (R. Taylor)	2,349 kits	£24,349
May 30	White Sea, 22 days (R. Taylor)	3,442 kits	£46,567
June 23	Iceland, 20 days (R. Taylor)	2,484 kits	£36,677
July 16	Iceland, 21 days (B. Taylor)	2,342 kits	£33,459
August 12	Iceland, 24 days (B. Taylor)	3,538 kits	£38,194
September 4	Iceland, 21 days (R. Taylor)	2,423 kits	£37.405
October 8	Iceland, 23 days (R. Taylor)	1,471 kits	£30,703
November 6	White Sea, 26 days (R. Taylor)	2,474 kits	£48,800
December 3	Bear Island, 25 days (R. Taylor)	2,450 kits	£52,900

1975 Hull Distant Water Challenge Shield top 20 (figures in brackets are last year's position, catch and points):

		Kits	landed	Poi	nts
Ι.	(1)	Hammond Innes (Newington)36,702	(31,275)	42,982	(38,472)
2.	(4)	Ross Orion (BUT)33.066	(28,637)	37,217	(30,712)
3.	(43)	Ross Canaveral (BUT)25.877	(21, 225)	34.341	(19.342)
4.	(5)	Somerset Maugham (Newington)32,433	(28,732)	34,009	(29,955)
5.	(44)	Lord St. Vincent (BUT)28.218	(18,594)	33,746	(19.174)
6.	(2)	C. S. Forester (Newington)29,246	(31,810)	33,633	(32,360)
7.	(13)	Arctic Cavaller (Boyd)27.827	(28,611)	30,300	(26,968)
8,	(36)	St. Gerontius (Hamling)26,340	(23,758)	29,030	(21.284)
9.	(3)	Westella (Marr)25.513	(30,915)	28,792	(31.133)
} 10.	(28)	St. Giles (Hamling)24,022	(22,055)	28,735	(22,766)
11.	(32)	Ross Trajalgar (BUT)22,312	(21,306)	28,102	(22.356)
12.	(10)	Arctic Corsair (Boyd)24,818	(28,505)	28.095	
13.		Loch Eriboll (BUT)22,673	(24,511)	27,406	(27,728)
14.		Joseph Conrad (Newington)23,403	(19.895)	27,218	(26,712)
15.		Ross Altair (BUT)22,591	(27,650)		(18,697)
16.		St. Dominic (Hamling)23,977	(29,455)	27,126	(27,973)
17.		Ross Sirius (BUT) 22,042	(26,027)	26,845	(28,964)
18.		Arctic Vandal (Boyd)21,411		26,753	(28,439)
19.		Kingston Sapphire (BUT)20,058	(26,198)	26,323	(26,778)
20.		Kingston Beryl (BUT)22,616	(19,078)	25,611	(21,394)
<u> </u>		7111,201011 25:31 (2011) 1111111111111111111111111111111111	(26,249)	25,506	(26,872)

"THERE wasn't much to put in the bank", said Mike Burton,

chairman Newington Trawlers, after his ship Hammond Innes had become the first British wet fish trawler to earn more than Li million in a year.

"Hammond Innes paid her way, but she's a fairly new ship carrying heavy interest and depreciation charges".

The top earning — and catching — wet fish stern trawler in the British fleet, the Hull-based Hammond Innes bettered her 1974 performance by grossing £539,289 for 36,783 kits caught during a seatime of 298 days (see trip table).

In 1974 she grossed c448,778 for 31,296 kits, which gave her average daily earnings of £1,693.5. Last year her daily average shot up to £1,809.7—an outstanding

She made 13 trips last year (one more than in 1974), but it is estimated that she would have needed to earn another 030,000 to keep pace with British inflation!

Most credit for the ship's fantastic performance must go to Skipper Dick Taylor who, before exchanging com-mands with Skipper Bill Brettell last year, was with C

On December 3 Skipper Bill Brettell rejoined *Ham-*mond Innes with which, in

February 20, 1978

13 W W W W W W 27



Dolphin bowl national freezer trawler centest.

and Fleetwood is note:

Botwoon Februar

September of last year,

ed that she was in t

the present national trip car-nings record of 173,198 for Treezers from Hull, & 4,499 kirs

Hammond lines has won for some time yet dut Brettell last year, was with C.
S. Forester. Newington's other wet fish stern trawler.
Dick Taylor took out Hammond Innes on 10 of her 13 trips, the relief skippers being his brother Brian Taylor (twico) and Colin Dunn (once).
Skipper Dick Taylor's highest grossings came in his first and last trips of the year. The started off with £59,767 and finished the year by mak.

The mond Innes in 1974.
The meaning continuously in the lead in this wet fishing handicap event which takes into account average speeds of vessels, as well as catches the closest challenger last year was BUT's sidewinder was BUT's sidewinder was BUT's sidewinder the BUT's His mot freezers which salt to possels, as well as catches and grossings.
Her closest challenger last year was BUT's sidewinder the BUT's His mot freezers which salt to year.
The freezers which salt to years with salt and, of these, six were to year.
The freezers which salt for championship to years with salt and, of these, six were to year.
The freezers which salt for championship to years with salt and years and the port shield two years.

Early this mot freezers which salt for championship to years.

The freezers which salt for championship to years with the port shield two years.

Early this mot freezers which salt for championship to years.

The freezers which salt for championship to years with the port of years and grossings.

Her closest challenger has to year.

Her closest challenger has to year.

Her closest challenger has to year.

The freezers which salt for championship to years with the port salt and year.

The freezers which salt for championship to years with the port salt for championship to year.

The freezers which salt for years with the port salt for championship to year.

The freezers which salt for years with the port salt for championship to year.

The freezers which salt for years were salt for the year of years.

The freezers which salt for years were salt for the year.

The freezers which salt for years were salt for the year.

The freezers which salt the port shield two years length of voyages.

The regular skipper is Alf with BUT's Dane skipper with the same owners, Last year he went out with Ross Orion on all but two

Ross Orion caught 33,066 kits valued at £487,988, while Hummond Innes was credited with entenes of 36,702 kits flammand Innes was credited with catches of 36,702 kits

nna £565,049.

Neither Rass Orion, nor BUT's third-placed Ross Canaveral, fished the Icolandic Coast last year. Both mainly went to the White Sea.

Ross Canaveral. whose

dic Coast last year. Both mainly went to the White Sea. Ross Canaveral, whose command was shared by skippers M. Redfearn, Jack Lilley and K. Nielsen, put in 13 full trips. The vessel made £454,907 for 25,877 kits, while Newington's Somerset Maugham (fourth) realised £469,198 for 32,433 kits.

Derome (Salphe I) which made a clean sweep of all the major placings in all the major placings in category 1 (140 ft. plus). But it might have been a different arrived back at story if Boston Boeing had not following sea days in dock. She made just eight trips, which Skipper between the plus of the part of the alternative she week

Skipper Eddie Wooldridge took Somerset Maugham out ten times, his reliefs for a total of five trips being skippers B. Taylor, J. Cannan and F. Sainty.

Although Hull started 1975 with 57 wet fish ships operational, the number was 33 by the end of the year.

Meanwhile, Hull has 37 freezer trawlers compared with 35 a year ago. These include the part-freezer Lord Nalson and the recently mixeduced freezer Junella.

Revenge leads BUT coup at Grimsby

Top: Britain's biggest trawler Ross Revenge is Grimsby's leading wet-fisher with catches worth £460,203. Above: Francis Bojen, pair-

ing with Skandeborg, sarned a fantastic £329,544. Above right: Yesso — top in Grimsby's 120-130ft. class. Right: Ross

'In second place on grossings was the 20-year-old steamer Northern Sky (8423,254) — already a casualty of 1976 and laid-up ahead of Vivaria (8420,729) and Ross Renown

This section began in 1975 with 23 motor and 19 steam rawlers, but within two The steamers down to six following a bad year for the section was weakened by the steamers (all German-litt and BUT-owned). Ten the for a second year running.

Refere sold, all but one for the for a second year running.

**Continued overleaf*

**Continued overleaf*

**Continued overleaf*

**Continued overleaf*

**Continued overleaf*

**Continued overleaf* nonths crippling increases on leavy fuel oil had trimmed

last war — would have been an even bigger disaster without the Government subsidy. Only a handful of vessels kept pace with inflation despite increased grossings in most sections.

Procession

Ross Revenge headed a procession of BUT vessels which made a clean sweep of all the major placings in

BRITAIN'S biggest scrap, and the three others new national record for a 139 were still on BUT's books at it, trawler, bettering the

side trawler Ross
Revenge is back on top
at Grimsby after taking second place in
1974 to Boston
Comanche.
Ross Revenge earned
460,203 from 30,351 kits
caught during 14 trips. This
tally by Skipper Johnny
Meadows included Grimsby's
biggest single local landing in
1975—3,196 kits last April.
Grimsby lost one quarter of
its operational wet fish fleet
during 1975, finishing with
just 71 working vessels, but
the year — the worst since the
last war — would have been
an even bigger disaster

Scrap, and the three others
were still on BUT's books at
the year's end.
The motor trawlers completed 317 trips, the six working steamers 86 trips and the
the year's end.
The motor trawlers completed 317 trips, the six working steamers 86 trips and the
unlucky 13 managed only 22
trips before the axe fell.
There was also a repeat of
the 1973 top placing in
category 2 (130-140 ft.), with
class 131 ft. middle water
vessels.
Ross Zebra chalked
up £224,042 from 20 trips,
followed by Ross Genet
in 1974 to the Boston Group's
(£193,490), with Ross Tiger
coming out tops as the best
average tripper on £11,815
were still on BUT's books at
ft. trawler, bettering the
previous record by Concoming and the 150,934, set up just a week
at the lower end of
category two, BUT send of
category two, But the lower end of
category two, But the lower on the send of
c

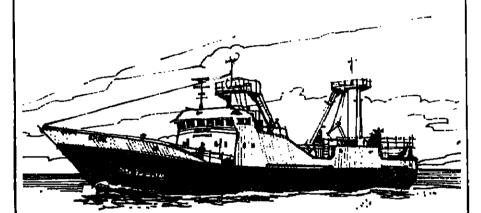
(£200.100; including a £19,206 grossing from 1,165 kits in July) and Ogono

Laid up

The decision by Si Thomas Robinson & So (Grimsby) Ltd. to withdray six middle water vessels dur ing the year meant two trawlers were lost in this division, but the arrival of Boston
Halifax to fish distant water
reduced the deficit to one and the five completed 73 trips.

Taylor was again supreme in category 4 (110-120 ft.) with Skipper George Smith keeping Erimo (£163,997) cut in front of Tokio (£161,604) and Hondo (£146,570). This section was weakened by the

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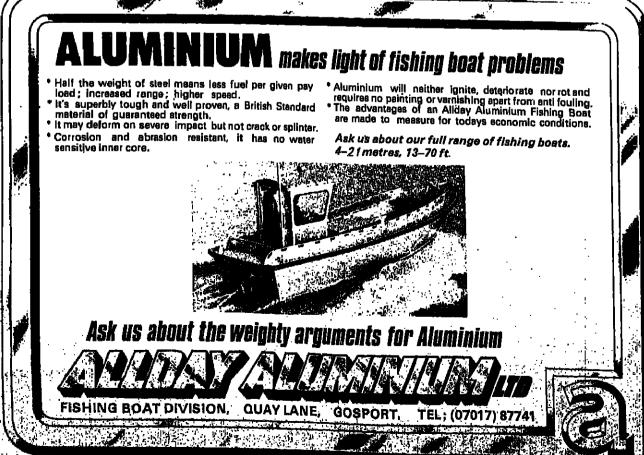
- considerable low operational costs.



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Category 5 (100-110 ft.)

bright spots came in category top-earning distant 6 (under 100 ft.), where water trawlers is Frances Bojen and Skander- again dominated by trawling efforts. Agented by Tom Sleight (F.S.) Ltd., they were well clear of Anna Michelle and Sonia Jane on by the six (£186,041) which are managed by A. E. Richardson & Co. Ltd. This firm also agented

port's seiner and multi- expenses

in the autumn averted a ma-jor catastrophe. Alatna luck story was that of Jacin-(c5:3,781) was the top seiner, ta's sister ship, Fyldea.
repeating her 1974 perfor. She lost some weeks during mance but with overall reductihe year through mechanical Rasmine (£48,134),

sail under the Tom Sleight still recorded earnings of (F.S.) Ltd. flag and Rasmine £307,546. Obviously, had she

The freezers at Grimsby shared the harrowing plus totals for the stern trawlers Boston Blenheim ficulties imposing a constant (Skipper Bill Bridge) with strain on BUT which owns all Grimsby's eight, vessels. The Grimsby's eight vessels. The higgest headache was the allocation of White Sea cod quotas which limited catches, especially in the last quarter of the west.

(2,321) and Invincible return an excellent total of (1,948). Runner-up Goth £258,421. Second was Boston made the best single trip of Explorer with £236,127. 607 tonnes. Pioneer freezers In the middle-water sec-Ross Valiant and Ross In- tion, down to its smallest ever trepid were sold abroad.

*

Seven trawlers started off the year but Bannister's went into liquidation and Peter Sleight Trawlers Ltd. sold out to Lowestoft. This left the Lindsey Trawlers' pair, Lofoten and Loveden, as the only survivors. Over the year there were 74 completed trips.

Fleetwood's Jacinta

Fleetwood's Jacinta

Fleetwood's Jacinta

Completed trips.

One of Grimsby's few FLEETWOOD'S list of borg amassed a combined Gavina-type stern

However, even these vessels high efficiency cannot mask the problems brought on by the static - and even decreased - demand and soaring coats during 1975.

Grimshy's top inshore trawler broke the port record she set Six new arrivals for the not enough to cover her rise in

purpose fleet vere nearly offset by sales and two losses and this fleet now numbers 133.

Disaster

The year was a financial disaster and only a good run in the autumn averted a manual purpose fleet vere nearly offset by sales and two losses and two losses and this fleet now numbers 133.

Taylor and Bernard Birley during the year, earned 238,248 compared with her 1974 figure of £388,406.
Runner up was Irvana, skipper Gordon Wignall, which earned £381,474 but, and which earned £381,474 but, a

ed grossings, followed by problems and managed only Macandi (£48,494) and 13 trips, compared with Jacinta's 16. But Skipper Alatna and Macandi both Victor Buschini and his crew (F.S.) Ltd. fing and Hasmine is with Sain Chapman & Sons not lost time she would have been in closer contention for the top ship position.

Top ship was Defiance Scotland after running (2,626 tonnes), ahead of Goth

size, top ship was Boston



Skipper Bernard Birley (abova)

Marauder made some trips to distant water grounds.

The 100-120ft, section was headed by David Wilson, commanded by Skipper John Banks, with her total of 135,782. Second came London Town (Skipper Jack Kely) which, thanks to a number f excellent roker trips, made

It was a good year for the oocket trawler Rosamonda. she worked mainly the North Channel in taking her carnings to £84,608, but there shared the command of was also a promising start for Replenish, completed during



Above: Fleetwood's top side trawler, Wyre Victory, is now lying wrecked off the Scottish west coast. Below: Ben Edra — top There were also £300,000 ship at North Shields for hard-pressed owners, Richard Irvin





TWO Aberdeen-based seine netters topped £200,000 in 1975 – one for the first time.

Skipper Davie Smith's 78ft. Argonaut 777 is the leading seine netter in the UK with her grossing, including subsidy, of £206,000.

is followed closely by Skipper George Hodge and the 78ft. Forthright, with £200,011. These two vessels have consistently been among the highest earning of

more than £200,000 for before moving



the highest earning of their type.

Argonaut ///s grossing is slightly below that for 1974, but Skipper Smith is 190,964. The first times in March. The first times in March. 1975 grossing is North Sea, up to that for 1974 is North Sea, up to landed catcher. The first times in March. 1975 grossing is North Sea, up to that for 1974 is North Sea, up to landed catcher. The first times in March.

One trip cost Milford title

IF Picton Sea Eagle had sistency rather than outstanmade on short trip ding grossings. Brenda Wilson grossings, while above the more last year she is a former Lowestoft and previous year's, fully reflect would have been the port's top ship.

However after mechanical many years after mechanical many years.

However, after mechanical trouble which cost her six weeks fishing, she was beaten by Brenda Wilson which earned just 22,277 more!

Skipper Rees Evans fished mainly the Irish Sea grounds to achieve a record grossing for the year of £91,219. His success came through control of the year with a grossing of the year was £100,000 to compensate for increased costs but, although prices at the port were good by normal standards, they were not good enough to push the year with a grossing of the year with a grossing of the year was £100,000 to compensate for increased costs but, although prices at the port were good they normal standards, they were not good enough to push years.

Left: Branda Wilson - title winner by £2,277. Above: Abordeen class winner, Gran.

ONLY Government subsidy kept Aberdeen's top

Richard Irvin and Sons, grossed a total of £270,461 after spending 263 days at sea and catching 23,032 cwt --mostly cod.

The subsidy, which is additional to the above earnings, allowed the ship to just pay her way during the year.

Skipper Terry Nelson, who commutes to Aberdeen from Hull, communded the vessel and she made nine trips to feeland and six to the White Sea during the year.

Ben Lat. in the over 140ft. class, was built by the John

The highest earning trawlers in the Aberdeen fleet

was Small's Suffolk It has been a hard year on She was followed by skippers), which grossed even leading vessels made lit-Challenger and third, Boston the North Sea fishing another of the newer stern v152,558.

Turn to page 17

the greater part of the year out in front early in the year before handing over to John and stayed there after one Ketteringham (26) when the good trip with cod." he said. new stern fisher St. Patrick Aubrey Moore, general

was delivered.

Skipper Ketteringham had
Sailed with David Besford as deckhand, third hand and mounced: "We are very proud

spent 278 days at sea during the year and landed 82,608 stones of fish to notch up average daily earnings of eef77.

"She is a terrific ship", said trawler and we feel that due recognition should be made to this feat. But, unfortunately, in a difficult year the increase over last year has not compensated for the increase in costs."

LOWESTOFT'S three John Ketteringham. "I was Suffolk Challenger trawlers, Boston Sea Fury, top-earning trawlers virtually thrown in at the (second), under Skipper D, which grossed £150,168 under — owned by three deep end when the pressure Akinson, grossed £174,902 Skipper V. Crisp. Suffolk

deep end when the pressure deep end when the pressure different companies — all passed the port's all passed the port's 1974 record earnings figure of £169,342.

Top of the list came the side trawler 8t. Thomas with a total of £188,275, almost £20,000 up on the record held by Boston Sea Dart. Second with a catch worth £15,001.

The year brought a double success for David Besford, Mick Raven, £169,936.

Suffolk Venturer, skippered by II. Baxter, came after moving to 8t. Potrick. In next with £166,529, followed by Boston Sea Dart. Second with a catch worth £15,001.

The year brought a double success for David Besford, Mick Raven, £169,936.

Suffolk Venturer, skippered by II. Baxter, came after moving to 8t. Potrick. In next with £166,529, followed by \$t. Rose (Colne Fishing), back from a maiden voyage with a catch worth £15,001.

The year brought a double success for David Besford, Mick Raven, £169,936.

Suffolk Venturer, skippered by II. Baxter, came to by \$t. Rose (Colne Fishing), back from a maiden voyage with £164,898 under Skipper U. Crisp. Suffolk \$t 00,163 under Skipper E. Next was tulton Queen, Next was tulton Queen, by \$t. Rose (Colne Fishing), back from a maiden voyage with £164,898 under Skipper during \$t. Suffolk Endeavour that \$t. Trawlers' Federation to the fleet skippered by Next was tulton Queen, Next was tulton Queen, Skippered by II. Baxter, came to by \$t. Rose (Colne Fishing), by \$t. Rose (Colne F

Sca Sprite.
Two skippers shared St.
Thomas last year. David
Besford (36) worked her for dig the fish out — but we got

mate.
The 121-footer St. Thomas as a company to have the top trawler and we feel that due

French boat takes a dive

record for the port.

This did not stop her owners, Richard Irvin and Sons, ending up with losses rearly £87,000.

The port of the previous record by since the prove it is not only the British fleet which has been knock-factory on the quity of the previous record by since the prove it is not only the British fleet which has been knock-factory on the quity of the prove it is not only the British fleet which has been knock-factory on the quity of the prove it is not only the British fleet which has been knock-factory on the quity of the prove it is not only the British fleet which has been knock-factory on the quity of the prove it is not only the British fleet which has been knock-factory on the quity of the prove it is not only the British fleet which has been knock-factory on the quity of the prove it is not only the British fleet which has been knock-factory on the quity of the prove it is not only the British fleet which has been knock-factory on the quity of the prove it is not only the British fleet which has been knock-factory on the quity of the prove it is not only the British fleet which has been knock-factory on the quity of the prove it is not only the British fleet which has been knock-factory on the quity of the prove it is not only the British fleet which has been knock-factory on the quity of the prove it is not only the British fleet which has been knock-factory on the quity of the prove it is not only the British fleet which has been knock-factory on the quity of the prove it is not only the British fleet which has been knock-factory on the quity of the prove it is not only the British fleet which has been knock-factory on the quity of the prove it is not only the British fleet which has been knock-factory on the quity of the prove it is not only the British fleet which has been kno

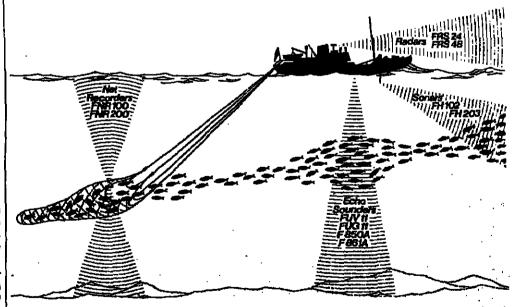
She landed 4,503 tonnes during 1975 which sold for 5,877,697 france (approximately £588,769). This was down from her previous year's total by around 1,000 tonnes and 1.9 million francs (£19,000). *Margat*, owned by Pecheries Mensase et Seneghal, was built at Gydnia, Poland, in 1973. A stern

trawler, the is one of a highly successful class. She began 1975 by working mackerel in January, February and March on the English grounds. Then, until the end of June, she worked off Farce for white flah. During August the boat caught herring off the coast of Scotland. Using her pelagio trawls, she then worked the herring grounds from the north of the North Sea down to the Sandattle Bank. Her skipper, Francols Libert, is not without misgivings about future prospects. He said that, during the year, he had encountered a fleet of

some 50 large Russian trawlers using factory trawler method off the south of England. He added that in the North Sea the capture of Immeture fish threatens herring stocks and he blames factory methods for the situation in the area. Runner-up in the Blue Riband race is Cap-Sainte-Marie, commended by Skipper Jean-Louis Gosselin, which landed 2,523

ed mainly on white fish grounds. Taking third place is Otter Bank, commanded by Skippe Michel Cordonnier, with 3,879 tonnes selling for 5,291,428 france (£529,142). All the top ships were stern fishers.

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Purse seines of 1274 fms by 360 fms to UK in total, are what Norsenet have delivered

r and November to the four latest UK newbuildings, namely

MFV "Chris Andra" - 350 fms by 100 fms MFV "Gallic May" - 316 fms by 90 fms MFV "Gallic Roso" - 316 fms by 90 fms MFV "Julie Anne" - 292 fms by 90 fms

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BEN EDRA CLOSE ON £1/41/4 NORTH SHIELDS' top trawler, the 142 ft. Ben trawler, the 142 ft. Ben
Edra, came close to earning & million last

AT SHELDS year when she set a

record for the port. Sons, ending up with losses nearly £87,000.
running into thousands of The port's record trip

new annual grossing handed over the boat to new quotas

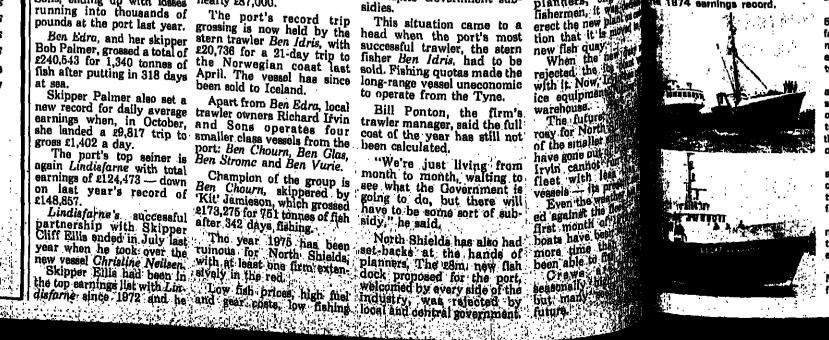
at sea.

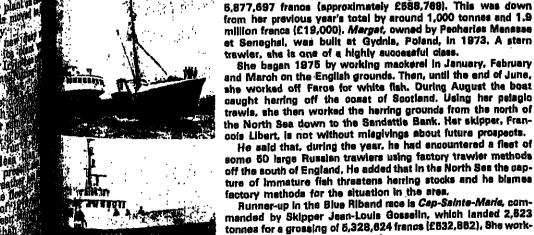
Skipper Palmer also set a new record for daily average earnings when, in October, she landed a 29,817 trip to gross £1,402 a day.

The port's top seiner is negain Lindisfarme with total

again Lindisfarne with total champion of the group is see what the Government is

pounds at the port last year, grossing is now held by the Ben Edro and her skinner stern trawler Ren Idnis with





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UT OF SEA DART CAME SEA KI



an 85ft economy trawler.

stern trawlers in the 70 to 90 ft. class entered service last month with Boston Deep Sea

three 85 ft. vessels designed by the Industrial Develop-ment Unit of the White Fish Authority in conjunction with her owners, Boston Deep Sea Fisheries.

Boston's main object in ommissioning the design of his smaller class of wet fish stern trawler was to utilise the experience gained from the operation of the three very successful 118 ft. Boston Sea

Dart class vessels.
This experience has now been put into a smaller vessel with much greater running economy and nearly the same fishing capability as the larger

Above: geok rayout is similar to See Lars. K and Graphetta K King's wheelhouse is fitted with Flangraph; K and Graphetta K sounders. Right: 709 bhp Mirrises Blackstone main engine.

the job of building the trawler Sea King has accommoda- Liaaen controllable pitr service last month with Boston Deep Sea Fisheries at Lowestoft.

Named Boston Sea King, she is the first of a class of three 85 ft. vessels designed by the Industrial Develop-

> Paull, then towed down to Drypool's Selby yard for fit
> The vessel has a full loss ting out — her place on the service speed in excess of 10 iliary engine is provided, significantly building barth was taken

Boston Sea King has an The hull form was tank-stand-by air compressor overall length of 85 ft. tested by the British Hover-stand-by hydraulic pump overall length of 85 ft. tested by the British Hover-(25.85m.) and a registered craft Corporation in its tank length of 78 ft. (23.95m.) on the Isle of Wight for a Moulded beam is 24 ft. (7.3m.) and moulded depth 11 ft. 6 in. (3.5m.).

Faced with the task of put-capacity of 105 cu.m., is

perhaps the most im- Authority approval, an order size of vessel is the midships rating of 700 bhp with pressive, of a growing was placed for three vessels accommodation, and this was crankshaft speed of some number of smaller with the Humber-based thought desirable from the rpm Drypool Group.

The group sub-contracted in bad weather.

> Later it was decided to base machinery space classificacluding unmanned engine which drives and all three vessels at Lowestoft. tion, and is also designed to alternator, starting air of In July of last year Boston comply with all the latest Sea King was launched at Department of Trade, IMCO and main winch hydrau

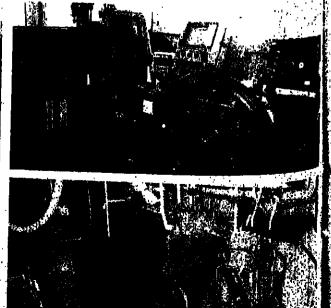
> > The vessel has a full load

on the Isle of Wight for a extensively alarmed to b series of resistance, wheelhouse, with a repeals manoeuvrability and sea- alarm to the chief engineer keeping trials.

All three vessels in this new ting a quart into a pint pot, the IDU eventually came up with what appeared to be a very promising design. In due to the interval of the powered by a Mirrleestone type ETSL8M by a marine diesels, with 8 cylinders in line. These equipment comprises a spinish pocket stern trawler class are and auxiliary deck marine diesels and auxiliary deck marine powered by a Mirrleestonery is a low pressult in marine diesels, with 8 brattvaag of Norway.

The engine is run at a conpressor, general service pur

building berth was taken almost immediately by the keel of the second ship, Roston Sen Knight service speed in excess of 10 mary engine is provided a rating of 109 bhp at 1% manocuvrability and search, general service pump keeping.







traw! at Lowestoft. She completed her malden trip earlier this month and grossed £9,010 under Paul Moen, ex-skipper of Left and above: Boston Sea King, the first of three stern trawlers for Lowestoft, could be the shape of Britain's trawling future. The 85-footer is based on the 118 ft. Boston Sea Dart class and

from the wheelhouse. Includ- position. ed in the auxiliary machinery is a single net drum with declutchable main drum and Navigator including an wheelhouse or locally.

shipbuilding on Boston Sea up and watch alarm facilities.

King is very high, not sur- All communications equiplthough *Boston Sea King* is the first Selby-built trawler to ioin the Lowestoft fleet for everal years. Comparisons between this new boat and the older and larger Boston Sea Dart vessels are inevitable.

On Boston Sea King, the layout of the working deck is similar to the Sea Dart class, except that the main trawl winch is situated on the main deck and not on the after end of the foc'sle deck. Also, the net drum is situated further forward on the main deck leaving ample working space

The vessel's fish room

quate space is left around her storn working area for the vessel to be converted to either pair-trawling or fly dragging operations. Space is also provided for a power block if required.

The forward want of the country and the third trawler and the third trawler.

large covered storage and net working space and also includes the galley/messroom, skipper's berth, washroom and toilet facilities. As on most modern stern fishers, the wheelhouse is situated forward above the main deck to the design following and has excellent all-round visibility.

In approximately twelve months time — she will be named Boston Sea Ranger.

The object of the gap in time between the vessels being delivered is to allow for alterations and modifications to the design following operating experience with the first vessel.

drum having a capacity of tronic equipment is fitted on 273 fathoms of 24 in. circ. Hoston Sea King, most of warp incorporating a Lebus which is well grouped around The main winch has a max- skipper, who has a full view of imum pull in excess of eight- the trawl deck, controls the tons, with a mean pull of ap- main winch and net drum proximately five-tons, and is equipment from a console imcontrolled pneumatically mediately aft of his conning

two warping ends - this can associated marine automatic either he controlled from the plotter, a Decca RM916 radar heelhouse or locally. and a Decca autopilot type
The general standard of 450 incorporating tiller follow

prisingly perhaps when one ment is by Marconi and inconsiders the record of her cludes a 400W. SSB builders. As Cochrane & Sons radio telephone type Ltd., it completed a very long T122/R105; Corvette type line of fishing vessels for 225 VHF; Warden III owners at British ports — watchkeeping receiver: Fishgraph K and Graphette K echo sounders: Calibud Mariner 16: lifeboat set and a Minicall talk-back panel and Herald sound reproduction and orders system.

tains the central alarm panels for the accommodation and engineroom fire detection equipment.

In command of this fine addition to the Boston fleet is Paul Meen, a man with considerable experience of stern trawling. He was formerly in command of Boston Sea Dart. and with this vessel became, top skipper in 1974 at

port and starboard side together with fish pounds, leaving the centre of the deck clear for trawling operations.

Boston Sea King's combined stern gantry and aftermast, rather large for an 85-footer, is situated near the stern of the craft, but adequate space is left around her

Lowestoft.

Skipper Meen and Boston Sea King would seem to be an ideal combination to ensure success, fishing the same North Sea grounds as the larger Lowestoft trawlers.

No doubt other owners at the port, frustrated by ever increasing fuel bills, have the casting environs glances.

The forward part of the main deck incorporates quite large covered storage and net mapproximately twelve working and the third trawler is scheduled to enter service in approximately twelve will be

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Five Newlyn boats FIVE trawlers in the Stevenson fishing fleet at Newlyn, Cornwall, have been put up for sale. These are the four 74ft. steel pocket trawlers, built seed to be seed as 20.

some 15 years ago, and a 30-year-old 75ft, wooden trawler, these, for the firm will still This decision has been have nine first-class units. taken by the trawler firm, The Stevenson fleet landed

which has the largest fleet in over half of the white fish the south west, because of the landed at Newlyn last year uncertain future of the fishing and, with its expanding exndustry, plus the present port business, the firm is the high costs, with the severe in-flation of recent years. biggest exporter of mackerel in the south west. The firm's There are currently 14 lorries go nationwide and to

boats in this Newlyn fleet, the Continent.
and the five advertised will be Although there is a large sold only as a fleet, at the end number of fishermen and of this year, if a suitable price shore staff employed by the firm, it is not easy these days It is not planned to buy to get the men prepared to ther new trawlers to replace crew the larger boats.

The remaining smoked

its modern fish processing production in Aberdeen will on her maiden all within a a run down period staring May 26.

The close down, to be completed by the end of August, will affect the jobs of 173 fulltime, and just over 200 parttime, workers. The shutdown is due to an

alarming decline in the de-mand for the Aberdeen facvery satisfactory. tory's products. The factory is the most modern in Europe Last chance and was opened in 1970. Colin Birch, technical director, said the company invested £750,000 in Aberdeen to build the factory and it is particularly sad to announce

its closure. The Aberdeen factory, despite various economy and efficiency measures, has been running for 18 months at an unexpectedly high overhead cost level compared with the Humberside factories. The announcement continued that the firm could no longer afford to sustain this excess

Colne double

Co. has claimed an earnings record for the Lowestoft fleet and sent a new stern trawler off be transferred to the Cross week. After St. Patrick smashand Blackwell factory at ed the earnings record for a Peterhead and the fillet Lowestoft trawler with a production to other Findus £16,673 grossing at Grimsby factories on Humberside.
The statement added that on Monday last week, Skipper David Besford and his crew the drop in demand is not be-ing felt in other Findus were presented with pewter tankards by the owners. Seen products, where demand is celebrating (above) with chainpagne on Wodnesday last week pagne on Wodnesday last week are: (left to right): C. Bessey, deckhand; J. Webster, second engineer; E. Derriman, mate; D. Besford; B. Claridge, who made the presentation; D. GRANT: Mair, chief engineer; and J. APPLICATIONS for grants from the Common Market FEOGA fund must be in by on her maiden. Pictured (right) Waid Murgan Associates of In the whoelhouse just before Dundee offer a 48-hour ser- she sailed is her skipper, John vice on applications — if it is Peek. Built of the Richards yard | GWYN Morgan, the E given all the necessary infor- at Great Yarmouth, the new pean Commissist mation. This firm can be con- craft was launched in

tacted on Dundee 26581. November last voar.

skipper and mate tonnes. members during the past year owing to the big reduction in the port's

dustry is facing. The situation

Income

Rom McCarthy and Laurie Oliver were marked.

Rom McCarthy and Laurie Marked with the marked marked marked water owners, for Samarian factor of the Fisheries Organization Society, said:

"We dont wait the St kits, making water owners, for Samarian factor of the Fisheries Organization Society, said:

"We dont wait the St kits, making water owners, for Samarian factor of the Fisheries organization for of the impetitive water of the Fisheries of Coliver of th



THE NORTH of England
Development Council has
issued a report
spotlighting the plight of inshore fishermen at Redcar, Cleveland. The fishermen now have to meet a 2,400 per cent rise in the Road Fund Tax to license

ropresentative, vis the port of Newlyn i

sion that the tractors cannot agricultural rate. be classed as such, a Road However, officia Tax of £144 per annum for the meeting do not appear to Redcar Fishermen's Society, haulage tractors has had to be exist!

Note that the facts to James Tinn, but the facts to James Tinn, but

Owners hit at Lowestoft boats as THE DEPARTMENT of Trade's award for the Scrabster Auxiliary Coast Rescue Company. It involved the Aberdeen trawler Clarkwood which ran aground near Doubles.

aground near Dounreay in FIVE Lowestoft August. | trawiers in vade o Nine of the crew were haul- | Grimsby last week and ed to safety by staff from the just about flooded the nearby Dounreay Atomic markets with what Station, but the other four, including the skipper, remained on board in a bid to refloat called 'upalong' or flabby' plaice.

This was nearly successful, for at one stage Clarkwood was almost afloat, but a crashing wave forced her back on the rocks and, after thinner than later in the four hours, the pounding seas began to take their toll of the

However, the abundant supplies did not please The steering system jammod and the vessel began tak, everyone and some vesseling in water. Only then did operators were annoyed about ing in water. Only then did operators were annoyed about Bentley Queen (£8,950 Skipper Charles Duncan and his men decide to leave.

They were winched to safe
They were

the Scrabster Company, said on hearing of the Department of Trade Award: "We are all delighted: it's a transport of the Department of the Department of Trade Award: "We are all delighted: it's a transport of the Department of Trade Award: "We are all delighted: it's a transport of the Department of Trade Award: "We are all delighted: it's a transport of the Department of Trade Award: "We are all delighted: it's a transport of the Department of the Department of Trade Award: "We are all delighted: it's a transport of the Department of the Department of Trade Award: "We are all delighted: it's a transport of the Department of the Depart

Most of the fish sold, and delighted; it's a tremendous atomic energy authority buyers. However, the market kits) and Constance Banks workers, farmers and was well saturated by the (111,315 from 646 kits) also



that which didn't, was mostly The record grossor St. swallowed up by potfood Patrick (£16,673 from 925)

winter mackerel season financial results of her Cor Cornwall has known nish season were "prett begins to draw to a close, good". It is likely she would the Hull freezer trawler return next winter. Orsing was due to leave Mr. Oswald did not an the Cornish grounds to- ticipate sending more than day (February 20).

The 1,100 ton BUT ship arrived in mid-November — WHITBY Shellfish Co. and has been at the centre of which process scampl, is a row over the dumping of to increase its staff by a le<u>ad</u> mackerel.

This is strongly refuted by Derek Oswald, the BUT manager at Hull, who said:
"She has been down there to row stands at 10,000 lb. eatch fish, not dump it."

She would next be going Scarborough

one trawler, however.

dozen women workers to

itch fish, not dump it."
The business, which
He said Orsino had done a originally started 15 series of 25-day trips, retur- years ago in an old British ning to Hull with catches of Rail engine shed, now ocjust under 500 tons for sale in cupies an 8,000 sq. ft. fac-the UK and on the Continent. tory in Larpool Lane,

increased level of radioactivitv. But we still have a very

A report on last year's work vessels working in the Bay, which is at present unin the Irish Sea shows that Morecambe Bay area - some der construction.

They were winched to safety by breeches buoy by the
Scrabster Auxiliaries,
assisted by coastguards from
Wick.
Frank Robertson, leader of
There were winched to safeweek, but the best trip,
averaging just short of £20 per
kit, came from Suffolk
Endeavour (£11,047 from 553

Kits).

THERE HAS been an inweek, but the best trip,
averaging just short of £20 per
radioactivity in Irish Sea
fish as a result of waste
from the nuclear power
ficient to produce three per
fish the area for samples. "I
people who ate lish regularly from received. In escienfrom the sea close to fists also chartered boats
week, but the best trip,
averaging just short of £20 per
radioactivity in Irish Sea
fish as a result of waste
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ficient to produce three per
fish the area for samples. "I
plant at Windscale, Cumland of the first regularly from received. In escienfrom the sea close to fists also chartered boats
week, but the best trip,
averaging just short of £20 per
radioactivity in Irish Sea
fish as a result of waste
from the nuclear power
ficent to produce three per
fish the area for samples. "I
plant at Windscale, Cumlimit recognised inter- concerned,'

she was built in 1967 this trawler had made five figures.

The record grossor St. 1 Patrick (£16,673 from 925 worry.

But a scientist keeping a watch on the situation emphasised that there is no need for the consumer to worry.

But Dr. Mitchest said:

Even if the figure was 100 per cent it would not imply people dying from the effects of eating fish."

But Dr. Mitchest said:

Even if the figure was 100 people dying from the effects of eating fish."

The reason for that, he

Mitchell, head of the said, is that the International

safe side in every way. samples taken from fishing Heysham, on Morecambe

Government's Radiobio-Commission on Radiological In a few years' time the logical unit at Lowestoft, said

Protection lays down its safe-scientists will have more work last week: "We have found an ty limits very much on the on their hands - checking the effects on marine life of These findings result from the nuclear power plant at

GM26,GM32,GM36



CYGNUS MARINE I

for grants

Guild has lost about 100 limited last year to 98,000 gone to the EEC for a skipper and mate former

tonnes.

Hull guild members feit that the British Government should aim at a speedy negotiated settlement with Norway on future British cod off-takes and also settlement with confidence by the settlement with the The guild's secretary, Skipper Tom Nielsen, reported this at the guild's annual meeting on Tuesday.

Commenting later to Skipper Tom Nielsen, reported this at the guild's annual meeting on Tuesday.

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Skipper Tom Nielsen, off-takes and, also, every effort should be made to end as quickly as possible the the stalemate with Iceland.

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Skipper Tom Nielsen, off-takes and, also, every effort should be made to end as quickly as possible the the stalemate with Iceland.

Commenting later to Fishing News he said: "To-day we have discussed the falling memberships, but there is little we can do about the matter if the owners are not running the ships owing to statemate with iceland.

Hull guild re-elections were those of Skipper Jack Lilley as president and of skippers and it is projects in the best projects in t

The deaths during the past year of skippers Ken Thresh, Ron McCarthy and Laurie Oliver were marked.

missioners, and saw post-ficulties with many best-ing to unload at the time, the lack of sore lorries and the need to make nise the marketing and p ing facilities. I feel a great with vibrancy and I think it vibrancy and I think it were excitting place is a

Report puts coble

tractors used to tow their King Thompson, Redcar's applicable to a higher rate of cobles down to the sea oldest fisherman, the first tax than that paid, contrary (Fishing News, January 16).

The report has been issued to the port in 1949. The question 18 (4) of the tothe force that the sea to the port in 1949. The question that the force that the sea to the port in 1949.

sea have been licensed as believes) someo agricultural vehicles at g6.65 local authority.

They all agreed un- The beach fined Mr.

ed cohles, hauled by eight tion.

Treasury, who replied that, as tractors.

The defendant was charged these matters were being According to James Arnold with driving a tractor litigated, he could not com-

Samarian scrapes a profit from top trip

wock.

"Here port has been issued in the hope that the appropriate authorities will take action to reduce the Road bursting at the seam! to the port in 1949. The question then arose as to how it to the port in 1949. The question then arose as to how it to the port in 1949. The question then arose as to how it to the propriate authorities will take action to reduce the Road bursting at the seam! Fund Tax burden facing Fund Tax burden facing at Redcar seafront in 1949 with the chief fisheries are, in fact, livestock.

For 27 years tractors used the district inspector of fisheries, an officer of HM stated that fishing fell outside their boats to and from the believes) someone from the as defined in Section 109 (3) of the Agriculture Act 1947.

per annum.

They all agreed unFollowing the recent animously that the tractor Stockton £50 and ordered him
Middlesbrough Court decishould be taxed at the to pay £10 costs.

In December last year, Mr. However, official records of G. G. Mountain, secretary of

the best projects I have professional fishermen parked car on the Esplanade, referred to Denzil Davies, and I am very hopeful to operate 12 full-time motoris-Redcar, and led to a prosecu- Minister of State at the

> As the question was considered sub-judice, in view of the pending hearing, Mr. Tinn noted the result when it

putting them in cold water

went on to say that his

research showed that this

method is even more cruel

than using boiling water in

The Humane Education

Centre and Dr. Baker's group

are not expecting the atunning

tank to be adopted straight away by the industry. Their

hope is that one or two

fishmongers, or restauranteurs, will use the

that their shellfish is

If you would like further

information on the stunning machine, or Dr. Baker's

research, it is available (free of charge) from the Humane

Education Centre, Avenue

Lodge, Bounds Green Road

Licences for shell

The merits of the licensing

scheme recommended in the recent Edward's Report have

I understand that the

recommendation did not

meet with Government ap-

proval partly because of what

I'm sure I'm not the only

regulate shellfishing has not

One of the points at issue is

heen brought in.

the first instance!

killed seafood.

fishermen.

Catches and Prices

232,206: Ross Revenge, BUT (Sk. J. Meadows), 1,693 £21,160: Royal Lincs, BUT (Sk. A. Hankin), 1,105 kits, 220,570: Belgaum, Boston (Sk. J. Stevens), 1,073 kits, I, 25 days. £19,645: Northern Gift, BUT (Sk. A. V. Meech), 960 kits, I, 23 days. £14,265: Gillingham, Consolidated (Sk. J. Loades), 752 kits, I, 23 days.

£12,221: Aldershot, Consolidated (Sk. B. Jacklin), 653 kits, I, 26 days.

£15,175: Ross Tiger, BUT (Sk. D. Avery), 1,139 kits, 14 £1,000: Charmor, Hewett, 53 kits, 9 days. 114,950: Erimo, Taylor (Sk. G. Smith), 717 kits, 18 ABERDEEN 214.889: Samarian, Robinson (Sk. J. Waddingham), Cockburn), 984 kits, F. 15 days. 875 kits, 18 days. £14,577: Ross Zebra, BUT (Sk. G. Cunningham), 1,065 112,872: Okino, Taylor (Sk. J. McUrich), 586 kits. 15

North Sea

v16,673: St. Patrick, East Coast (Sk. D. Beasford), 925 £11,315: Coral Banks, Hobson (Sk. D. Athorn), 642 cl 1.047: Suffolk Endeavour, Hobson (Sk. K. Mayall), 553 kits, 13 days. 16,992: Loveden, Lindsey (Sk. G. Ireland), 302 kits, 14

16,140: Tom Grant, Lindsey (Sk. A. Hatton), 234 kits, 739 kits, NS, 13 days. 13 days. c5,838: Lepanto, Lindsey (Sk. R. Sinclair), 279 kits, 13 577 kits, NS, 11 days.

c2,661: Macandi, Sleight (Sk. L. Hojberg), 148 kits, NS, 16 days. r1.749: Rasmine, Chapman (Sk. V. Thomsen), 75 kits, NS, 8 days.

11,527: Vendelbo, Chapman (Sk. J. Thomsen), 76 kits, NORTH SHIELDS NS. 17 days. E1,443: Carlo, Allard Hewson (Sk. G. Hansen), 74 kits, kilos, NS, 13 days.

cl.145: M. Agen, Richardson (Sk. J. Jury), 50 kits, NS. 17 days.

17 days. £886: Linda Lise, Richardson (Sk. C. Olesen), 40 kits, NS, 10 days. NS, 10 days.

Pair Teams

19.146: Frances Bojen, (Sk. Jens Bojen), 483 kits, and £6,359: Skanderborg, (Sk. P. Pulfrey), 343 kits, both Sleight, NS, 11 days.

£52,130: C. S. Forester, Newington (Sk. R. Taylor) 2,776 kits, NC, 21 days. £37,444: Lord St. Vincent, BUT (Sk. B. Turner), 2,302 kits, NS, 23 days. £24,183: Ross Resolution, BUT (Sk. J. Trupp), 1,312 kits, I. 23 days. £22,929: Grampian Monarch, North Star (Sk. R. Catto), 2,178 kits, NS. £21,922: Ross Siruis, BUT (Sk. D. Whiting), 1,154 kits, £20,745; Primella, Marr (Sk. M. Patterson), 1,297 kits, 1, 23 days.
20,132: Arctic Vandal, Boyd (Sk. B. Hobson), 1,063

kits, I, 23 days.

Standard Marieton A Mark (Sk. J. Chisholm).

Eagle and Northern Reward.

From Farce and Westerly: Westerly: Portia. 1.022 kits. F. £17,060: Portia, BUT (Sk. D. Grewar), 1,009 kits, I, 23 £14,981: Ross Attair, BUT (Sk. D. R. Patterson), 732

*

Seiners

23,517: Christianborg, Boston, 176 kits, NS, 22 days.
21,924: Falkenborg, Boston, 96 kits, NS, 24 days.
21,733: Svendborg, Boston, 96 kits, NS, 24 days.
21,733: Svendborg, Boston, 86 kits, NS, 24 days.
22,20; Visborg, Boston, 86 kits, NS, 24 days.
22,20; Visborg, Boston, 86 kits, NS, 10 days.
22,20; Visborg, Boston, 96 kits, NS, 10 days.
22,20; Visborg, Boston, 96 kits, NS, 24 days.
22,20; Visborg, Boston, 96 kits, NS, 24 days.
22,20; Visborg, Boston, 96 kits, NS, 10 days.
32,20; Visborg, Boston, 96 kits, NS, 24 days.
22,20; Visborg, Boston, 96 kits, NS, 10 days.
32,20; Visborg, Boston, 96 kits, NS, 24 days.
32,20; Visborg, Boston, 96 kits, NS, 10 days.
32,20; Visborg, Boston, 96 kits, NS, 24 days.
32,20; Visborg, Boston, 96 kits, NS, 10 days.
32,20; Visborg, Boston, 96 kits, NS, 10 days.
32,20; Visborg, Boston, 96 kits, NS, 24 d

£8,820: David Wilson, Hazael (Sk. J. H. Banks), 408 £5,928: Boston Sea Hawk, Bloomfield, 300 kits, 15

£5,550: Andrew Wilson, Hazael (Sk. F. Thompson). 272 kits, 8 days. £5,353: Royalist, Hewett (Sk. K. Bevers), 294 kits, 15 Prices. col. (17.40/123; haddock, x17/(27); large plaire, (22/(23.50; Dover sole, (60/x116)

£2,694: Resilience, Ward, 109 kits, 15 days. £2,454: Girl Doris, Hewett, 89 kits, 15 days. £2,153: Susan Bird, Bird, 75 kits, 16 days. £1,027: Deevale, Ward, 44 kits, 15 days.

£15,902: Scottish Princess, North Star (Sk. A. £15,641: Aberdeen Fisher, Wood (Sk. G. McIntosh), 1,009 kits, F, 16 days.

£15,600: Milwood, Wood (Sk. J. Anderson), 953 kits, F. £10,355: Rowanlea, BUT (Sk. J. Mair), 566 kits, WS, 9

£8,845: Cedarlea, BUT (Sk. J. Campbell), 433 kits, £7,788: Craig Gowan, Brucewood (Sk. P. Simpson), 611

LOWESTOFT

£13,541: Suffolk Monarch, Hobson, (Sk. B. Borrett), 664 kits, NS, 12 days. £11,545: Suffolk Challenger, Hobson (Sk. R. Atkinson)

110,787: Boston Shackleton, Boston (Sk. A. Jenner).

115,419: Arctic Riever, Liston (Sk. A. Wanless) 1,618 cwt. F, 15 days. 19,109: Arctic Hunter, Liston (Sk. A. Wood) 75 cwt.,

£13,049: Ben Strome, Irvin (Sk. E. Longhorn), 53,862

£5,644: Christine Nielsen, Irvin (Sk. Z. Ellis), 19,625 kilos, NS. £3,833: Ben Glas, Irvin (Sk. R. Sheader), 13,720 kilos, £1,953: Boy Peter, Associated (Sk. P. Murray), 7,305

kilos, NS, 4 days. MILFORD HAVEN, Irish Sea-

£3,590: Picton Sealion, Norrard, (Sk. T. Salter), 114 kits. 12 days. £3,356: Rosevear, Kerr, (Sk. A. Simpson), 123 kits, 10

11,215: Westcoasten, Kerr, 47 kits, 7 days. £885: Kryzher, Kerr, 18 kits, 8 days.

HUMBER VESSELS DUE

Expected during the week from Iceland: Boston Concord, Boston Comanche, Boston Phantom, Lord Beatty, Notts Forest, Real Madrid, Ross Kashmir, Ross Rodney, Vianova, Vivaria. From White See and Norway Const. Sea and Norway Coast: Watch, Crystal Palace,

Nanao, Osako, Ross Cheetah,

Expected during the week from Icoland and Norway Count: Arctic Carsair, Arctic Rebel. Kingston Pearl, Lach Eriboll, Ross Canaveral, St. Gerontious, and Westella. From Farov and

PORT MARKETS

3.50/r6; headless home water stone.

Shellish
SELECTED labeters, 12,50/23;
unsorted, 11,80/12,50; crubs, over 31b., 25 p/35 p; under 31b., 18p/25 p; small unsorted, 10p/12p; Dublin bay prawn talls, prawns, 50p/55p, per th; oysters,

HERRING REPORT

THURSDAY, FEBRUARY 12 ud in size 460/580 P seven trawlors, five tennes; tennes; homemarks to nnes; homemarks to nne nnes; homemarks to nne nnes; homemarks to nne nnes; homemarks to nne nnes; homemarks to nnes Stornoway: two drifters, one

340/400 per 50 kg.

Ullapool: 22 trawlers, 180 kg. Slightly mixed tonnes; homemarket 180 at £6.50/£10.60 per 100 kg. Mixed to MONDAY, FE

February & small, 122, colling, 123 125; lemon sols, 228, 1 large haddock, 123 126; small, 112,117; large turbut, 1110 1115; 4 st. kit, lobser 135

small, 130; whiting, 132; lemon sole, 132 140; Dover sole, 18 (25, monktish, v15; dogtish, tle, if any, profit. the running High running costs have older and polluck, £1.20, per tr

(130) 160; shps, 197 (130, brill, 125 (37; roker,)24 (32; dabs,

112 (27) rockfish, 117,50, per 10st kit

NORTH SHIELDS

MILFORD HAVEN

roker, x29,50; hake, x14, per 8st

BRIXHAM

Prices: plaice, \$2.10; ling, \$1.20; red mullet, \$1.80;

Hounders, £1.80; furbot, £11.40;

lemon sole, 45.50; Dover sole, £16; brill, 45.40; pollocks, £2.80; squid, £3.60; monkfish, £8; roker, £4.80; dabs, £4.40; conger, £2.80, per stone scallops £1.25, per dos.

NEWLYN

EYEMOUTH

BILLINGSGATE

delivered. Average selling prices (1.45 per dozen; sinks on merchants' stalls: Sulmon, (9.50, per cut; museld

nglish, 11 80 12 10; Scotch, 13.85; Irish, 23.75, y

politics, \$1.20, pr. 5.

gutted whiting \$106, 122/17; per 7 st kg.

it2/17; per 7 st kg.

bave operated at a loss. profit. Admiral Nelson was have operated at a loss. profit. Admiral Nelson was built at Aberdeen in 1960 and the 148ft. sidewinder Ben has a 760 hp engine.

BUCKE, \$1.20, pr. 5.

it was another Irvin ship, built at Aberdeen in 1960 and has a 760 hp engine.

Bucke, \$00p/22.73p st kg.

it he over 140ft. class. Second in this class was the stern trawler Glen Urquhart, Prices, cod. v12,50 ct 3,30; sprags, v13 v13 90, medium codling, v13 v13.70; selected small, small, £130 £13.60; haddock, 115, 30 119, 40; second Prices: cod, fl. 16, 14, 14, 30; selected small, dock, 90p/22/75p k 12,50 113,50; whiting, 111; 82p/21,40; plate, 5, place, 119, 123,70 per 40 kilo unsaithe, £1.16/21.76; cl. 1/21, 42; seithe, £1.16/21.76;

BUCKE
Prices: cod. classification of the control of tails, 17/213.50 per chi honts landed 520 bon Prices: small n: £242,991. She was built at Faroe.

17.50/ER; large flight codling, £11.60/£12, \$\frac{1}{2}\$ cod. £13/£16; \$\frac{1}{2}\$ for main engine.

Top ship in the 120ft. to that, although they were planted, £13/£16; \$\frac{1}{2}\$ form of the property of the planted \$\frac{1}{2}\$ form of the property of the planted \$\frac{1}{2}\$ form of the property of the planted \$\frac{1}{2}\$ form of the planted \$\fra

second highest in the fleet, class pocket trawlers again although she may not have did well. Among those which PETERHEAD

Prices: place, small, £1.20; Prices: codling at turbot, £11.11.50; whiting, £2; £1.40/£2.20; n lemon sole, 15.50; Doyer sole, v1.20/£1.60; mei r11: brill, r5.60; roker, r3; r2.30/r2.40; moi pointing result for Grampian west coast, top again is squid, r3.30/r3.65; monkfish, r4.60/r2.30; coalink & Monarch which, in 1974, was Skipper Terry Taylor in rocs, r4.50/r6; 4 rocs 12.40/13.10; ling flat £280,000. During 1975 her usual and

Prices: colling. 12.15; small, 110.50/x18.50; small skipper, Robert Catto, spent 16,115 cwt. Engine and winch phice. 11.20. haddock, 12.30; 18.40/x9.50, per bat two months ashore and also trouble interrupted Maureen whiting, 12.10. dogfish, 50p; landed 193 boxes. the vessel is one of the few June's fishing. the vessel is one of the few June's fishing. from Aberdeen working off She was followed by

vessel's fishing.

North Star's trawler caught during 284 days at sea.

manager. Pat Lynch, told Skipper James Duncan and hatchery methods should Fishing News that the ship's Jasirene came next with make it feasible to sell each skipper and her owners are \$148,112 for 15,185 cwt. year over 40,000 of one of the

\$1.80; \$(2.10); frish, \$1.80 \((2.10); \)
soles, fougues, 35p. 45p; slips, 55p; 65p. medium (1.30 \((1.40); \)
large, 90p (1); cels, 90p; foreign smoked salmon, \$(1.84), per lb; \)

Frozen Fish smoked salmon, v1.84, per th; large turbot, v1.83,307 x14.42; MA Pacific salmon are dirum, v7.707 x8.40; small, Japanese 96; Japanese 9

claimed the 100ft. to 120ft. ti- 228 days at sea to gross tle. Owned by the John Wood 1157,431. Group, she grossed £219,852 Her top quality fish is for 18,814 cwt. caught during always well presented for

market and so attracts better B.U.T. Engineers (Grimsby) Ltd

13.50/46; headless home water cod, 73.20/73.40; fillets, shelf cod, 74.90/75.50; bulk, 74.20/74.80; coalfish, 72.60/73.10; haddock, 65.10/77.30, spraga, 21.40/71.80; gibbers, 73.90/74.20; small, 21.80/72.10; small, 21.80/72.10; small, 21.80/72.10; small, 21.80/72.10; small, 21.80/72.10; mackerel, 21.20/71.40; fresh herrings, 72/72.80; London cured dry haddocks, 76.50; dry fillets, 61p down by mackerel, 21.20/71.40; fresh herrings, 72/72.80; London cured dry haddocks, 76.50; dry fillets, 61p down by the John Group, she grossed 2219,852 Her for 18,814 cwt. caught during always supplied by the National Skipper R. Pirie fished her prices. Skipper R. Pirie fished her prices. B.U.T. Engineers B.U.T. Engineers B.U.T. Engineers Bringlish Group, she grossed 2219,852 that caught during always supplied by the National Skipper R. Pirie fished her prices. Skipper R. Pirie fished her prices. B.U.T. Engineers Bringlish Group, she grossed 2219,852 that caught during always supplied by the National Skipper R. Pirie fished her prices. Skipper R. Pirie fished her prices. B.U.T. Engineers Bringlish Group, she grossed 2219,852 that caught during always supplied by the National Skipper R. Pirie fished her prices. Skipper R. Pirie fished her prices. Bringlish Group, she grossed 2219,852 that caught during always supplied by the National Skipper R. Pirie fished her prices. Skipper R. Pirie fished her prices. Bringlish Group, she grossed 2219,852 that caught during always supplied by the National Skipper R. Pirie fished her prices. Bringlish Group, she grossed 2219,852 that caught during always supplied by the National Skipper R. Pirie fished her prices. GRIMSBY'S TOP BOATS LAST WEEK: Ross Revenge Royal Lincs Northern Gift

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familiar name in the At his hatchery on one o

off Iceland and Farce and, as off Iceland and Faros and, as Ore, a mile or so outside Orthe running expenses of these ford in Suffolk, he is producing over 100,000 oyster spat each year to be grown to marketable size on near-by "fattening" grounds.

Pinney started his oyster

up a stock of 1m Portuguese

now concentrating on the

To begin with, Pinney built

oysters to be sold in his own restaurant and in local pubs, but his plans were shattered by another severe winter in 1963 - most of the stock died. made a profit.

This is a somewhat disap-Shetlands, or off the Scottish From that time he has used a more scientific approach to oyster farming. successfully bred the Pacific oyster in his hatchery and is

craft spent 276 days at sea and grossed £155,972 for production of native oysters reared from a few of the original Orford oysters dredged up three years ago from the main river. Iceland. The cod war must Skipper Alec Walker in have a detrimental effect on a Senigair which grossed vessel's fishing. Using these as parent stock, he hopes to have saved

full of praise for the way the British Navy has been hand- In general these boats are ling the situation.

Caught in 258 days.

In general these boats are probably enjoyed by our native oysters, probably enjoyed by our native oysters.

Another Richard Irvin ship custre a decent grossing.

took second place in the in a class of her own is the 120ft. to 140ft. class. Ben 86ft. pocket trawler Beeside.

No lubster will ever com-120ft. to 140ft. class. Hen Soit, picket trawier Desidue. Heilem. fishing under She works off the Skipper Arthur Campbell, Aberdeenshire coast and lands catches every two or into boiling water - lobsters It does not need much in-

telligence to realise, though, that this must be a pretty painful way to go. recent Edward's Report have Live lobsters dropped into been discussed by fishermen

hoiling water struggle for all over the country. several minutes and death is

obviously not immediate. Lobsters and crabs have at

st found a voice, in the lumane Education Centre. In October, the centre Fishery", though it must be demonstrated a stunning said that any attempt to bring machine developed from in licensing of fishermen research by Dr. John Baker could be political dynamite. (emeritus reader in cytology at Oxford University) into one who is disappointed that humane ways of killing one kind of scheme to

After working for three years on the project, Dr. Baker and his colleagues have discovered that an electric part-time fishermen. I think current passed through a we need to be sure what we weak salt solution for 10 to 15 mean by this term. seconds stunned any crab or lobster in the solution. The creature could then be tipped into boiling water with no ap- lobsters and crabs and work parent sign of consciousness. ashore in the winter months

At a recent press con- could be called part-time ference, Dr. Baker said: "I fishermen, but we are bona just don't see that there is a fide fishermen: we rely on our difference between fishing for our livelihood for vertebrates and invertebrates most of the year. that one can feel pain and If stocks of shellfish are falling because of over

Fight corrosion

A CORROSION prevention exhibition is to be mounted in The Design Centre, London, by the Design Council and the Department of Industry.

Called 'Design Against Corrosion', the exhibition will run from March 24 — April 19 and will explain the causes of corrosion and how it can be minimised or avoided by good design.

The exhibition will begin to the three main factors which contribute to its control and prevention — materials and prevention — materials early a

The exhibition will begin publications ranging from with a short tape and slide standards, munuals and programme about how corroguides to leaflets and slon happens and then go on brochures.

lishing, it is the spare-time can be included in the ex shermen, to my way of group.

The Government scientists tial esearching shellfisheries in A

read this, because I have them admit additional car-

always cooked my crabs by nings to the tax office. The suggested licensing Agriculture, Fisheries and and gradually bringing this scheme would have made cerup to boil. But Dr. Baker tain that accurate statistics picture of the United were available. In having a Kingdom fishing industry, licence issued to him, a detailing total landings and fisherman would agree to provide the fishery officer with the details of his catch and shellfish, sub-dividing the number of nots he usand the number of pots he used. There would have been no discrimination within the separate ports. scheme, but only owners of registered fishing bouts would have been included.

be amended so that only comhumanely killed. Public de- mercial boats would be mand would then gradually registered in future: yachts in 1974. increase for the painlessly and rubber dinghies, which

isting scheme, would be ex-

ected to controls. Spare-time I think all fishermen are shermen already have a agreed that the time has come full-time, fully paid, regular for sensible management of our lobster fisheries. It has weekends or in the evenings.

Some have registered fishing been proved in other countries that minimum sizes beats, many do not. I would alone are not enough to prove the steek Some conalso include divers in this protect the stock. Some control of fishing effort is essen-

A licensing scheme for the fishing of lobsters would have been a start. To use the "Public Right of Fishery" as reason for rejecting licen-Right has already been fringed by Government.

1974 shellfish figures. H M Stationery Office has (Price 1.25), which have been produced by the Ministry o

vinced that there is great The Edward's Report also potential for mussel culture restauranteurs, will use the suggested that the system of in the United Kingdom, estank and advertise the fact registration for fishing boats pecially after reading in the Government tables that we imported £144,000 of mussels

Total	1,254,000	£11,501,000
Other shellfish	1,000	£22,000
Mussels	121,000	£154,000
Poriwinkles	40,000	£176,000
Squids	13,000	£178,000
Whelks	60,000	£189,000
Crawfish	2,000	£221,000
Cockles	360,000	£362,000
Oysters	6,000	£387,000
Shrimps	34,000	£493,000
Queens	137,000	£505,000
Escallops	117,000	£624,000
Crabs	117,000	£1,199,000
Lobster	20,000	42,297,000
Nephrops	226,000	£4,696,000
Species	(cwt)	Value (4)
	Quantity	
SHELLISH LAND		1000 1014

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ydraulic georbox, winch, 21ft. : 1ft. watertight DK aft, VHI

Stromness, Orknoy, Telephone: Stramness 392, Ulinker buik mahogany dinghies. Send tor brochure. Carriago arranged. Pleasure and commercial craft up to 100.

30ft. MFV carvel, Lister 3 cylinder diesel, enclosed forward wheelhouse, fitted out to current requirements and licensed to carv 12 passengers, centre windless, VHF, R/T, echo sounder etc. lying Beaumaris, Anglessey, £3,500 or offer. Telephone: Llangoed 600,

FOR SALE by Private Bargain MB "Attain" FR.311. Length 28ft., breadth 10.1ft., dopth 1.8ft., tonnage 6.09, litted with 22hp Kelvin diesel, J. Marconi echo sunnder hout's property. Creel hauler, Good condition. Offers to Alexander McKay, 35 Stuart Street, Sandhaven, Telephone: Fraserburgh 3530.

82ft x 11ft, 6in, x 3 ft, 6in, GRP 82ft x 11ft. 6in. x 3 ft. 6in. GRP registered fishing hoat, built October 1976 to WFA specifications, plus heavy duty timber protection and many other extras. Cabin with toilet, sink, cooker, twin bunks. Forward wheelhouse, 17ft. workspace, 120hp six-cylinder engine 300 brs. only. Fitted trawling/mackerel fishing, corr gantry, winch, warps and all trawling gear including three nets. Easily detachable mizzen, forward must and unloading boom, four hydraulic mackerel strippers. Atlas echo sounder, Seavoice radio, liferaft and rings, Mk.21 Docea on hiro, Gennine reason for sale. Telophone: Lane 2541.

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length 56th., breadth 17ft., dopth 6ft.,
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Street, Girvan, Telophone: 2328.

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Length overall 64ft., breadth 15.8ft., depth 8.4ft., gross ionnage about 4ft. Fishmonn about 1200 cu. ft., is steel lined, cooled and fitted with aluminium beards, main engine Scania Vabla 314hp., auxiliary Lombardy 21hp. with 11 kw. 220V generator, 7 ton trawl winch, two ton line haul capatan, Ropp power block, net winch, etc.

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Registered length 39ft for could a 16ft a 7ft, 24.41 for Grizzif 157thp. Brichem trad work for Hughers to the 17 reduce Santer radio, autophy, high terrar Mk. 21 and phon, k; the raft HALMATIC 28, 120, ban fg Fower 72bp, Simrad synde be VIIF Sallar receiver, Calepon bout and equipment is no p. chides 100 steel pols and 65, treels

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